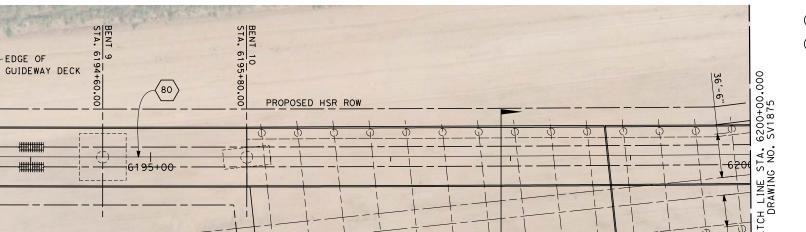


E<u>VC 6184+73.7</u>7 <u>NOTES</u> BVC 61<u>56+73.7</u>7 ELEV 366.06 ELEV 352.11 1. NOT ALL PILES SHOWN 2. PILE LENGTH TO BE 1.100 % DETERMINED 2800' VC R/C = 0.043% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "WS2" LINE IN-SITU - INSITU, SLID STEEL TRUSS OR LAUNCHED TOTAL LENGTH OF BRIDGE = 10400'-0" (MEASURED ALONG "WS2" LINE) ELEVATED SLABS - PC BEAM AND INSITU SLAB 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 4. UTILITY LOCATIONS TO BE DETERMINED 6190+00.000 SV1874 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS TOP OF RAIL -PARAPET, TYP -EXPANSION WITH ACCESS ROAD AND TURNING JOINT, TYP CIRCLE WHERE NECESSARY. MATCH LINE ST DRAWING N APPROX OG BENT 2 BENT 3 BENT 4 BENT 5 SEE NOTE 1 ABUT 1 DATUM ELEV = 250.00 -6180+00 6185+00 6190+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB 2 RETAINING WALL -EDGE OF * ESTIMATED 100-YEAR FLOOD GUIDEWAY DECK ELEVATION. SEE "FRESNO TO 1 BAKERSFIELD CORRIDOR PROPOSED HSR ROW HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT". CURVE DATA $\langle 80 \rangle$ R = 60000.00' Δ = 13° 44' 37.1" T = 7230.9' L = 14392.3' BB "WS2" 6185+00.00 PILE CAP, ELEV. 366.35 PROPOSED HSR ROW EDGE OF GUIDEWAY DECK PLAN SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV1873 WASCO-SHAFTER BYPASS SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT WS2 NOT FOR CHARGE **CALIFORNIA** AS SHOWN WASCO VIADUCT CONSTRUCTION HIGH-SPEED RAIL AUTHORITY PLAN AND ELEVATION 2 OF 14 12/31/13 DATE BY CHK APP DESCRIPTION

ELEVATION SCALE 1" = 40'

6195+00



PLAN SCALE 1" = 40'

& FUTURE BNSF TRACKS

ASSUMED BNSF ROW

PROPOSED HSR ROW

BENT 10

RECORD SET 15% DESIGN SUBMISSION NOT FOR CONSTRUCTION

APPROX OG

BENT 9

BENT 8

-C TRACK

€ TRACK

DESIGNED BY M. FISHER

F. PALERMO

CHARGE

CHECKED BY
A. ARMSTRONG

12/31/13

BENT 7

-PILE CAP,

EDGE OF GUIDEWAY DECK

DESCRIPTION

BENT 6

DATUM ELEV = 250.00

6190+00

6190+00,000 SV1873





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

WASCO-SHAFTER BYPASS SUBSECTION ALIGNMENT WS2 WASCO VIADUCT PLAN AND ELEVATION

CONTRACT NO. HSR 06-0003					
DRAWING NO.					
SV1874					
SCALE					
AS SHOWN					
SHEET NO.					
3 OF 14					

DATE

BY CHK APP

LEGEND:

MATCH LINE ST DRAWING N

6200+00

1) STRUCTURE APPROACH SLAB

CIRCLE WHERE NECESSARY.

- MSS OR FLPM

- INSITU, SLID

OR LAUNCHED

INSITU SLAB

IN-SITU

2 RETAINING WALL

* ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA

(80)

R = 60000.00' $\Delta = 13^{\circ} 44' 37.1''$ T = 7230.9'

L = 14392.3'

BVC 6218+93.99 <u>NOTES</u> EVC 6184+73.77 ELEV 403.69 ELEV 366.06 1. NOT ALL PILES SHOWN 2. PILE LENGTH TO BE 1.100 % DETERMINED 3. SUPERSTRUCTURE CONSTRUCTION, UON - MSS OR FLPM SIMPLE SPANS CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "WS2" LINE IN-SITU - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND TOTAL LENGTH OF BRIDGE = 10400'-0" (MEASURED ALONG "WS2" LINE) INSITU SLAB TOTAL LENGTH OF ELEVATED SLAB = 1200'-0" (MEASURED ALONG "WS2" LINE) 120'-0" 120'-0" 4. UTILITY LOCATIONS TO BE DETERMINED 30'-0", TYP~ -EXPANSION JOINT 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES -PARAPET, TYP (APPROX. 2.5 MILE INTERVALS). - EXPANSION LADDER ACCESS TO VIADUCTS IS TOP OF RAIL JOINT, TYP PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. ******** APPROX OG BENT 12 DATUM ELEV = 250.00 6200+00 6205+00 6210+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO EDGE OF GUIDEWAY DECK BAKERSFIELD CORRIDOR SHAFTER YARD HYDROLOGY, HYDRAULICS AND - TRACK DRAINAGE 15% DRAFT REPORT". CURVE DATA (80) R = 60000.00' Δ = 13° 44' 37.1" T = 7230.9' E TRACK EDGE OF L = 14392.3'(80) GUIDEWAY DECK PROPOSED HSR ROW BNSF ASSUMED BNSF_ROW THE THE PARTY OF T ASSUMED BNSF ROW PLAN SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV1875 WASCO-SHAFTER BYPASS SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT WS2

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

AS SHOWN

4 OF 14

WASCO VIADUCT

PLAN AND ELEVATION

NOT FOR

CONSTRUCTION

CHARGE

DATE

BY CHK APP

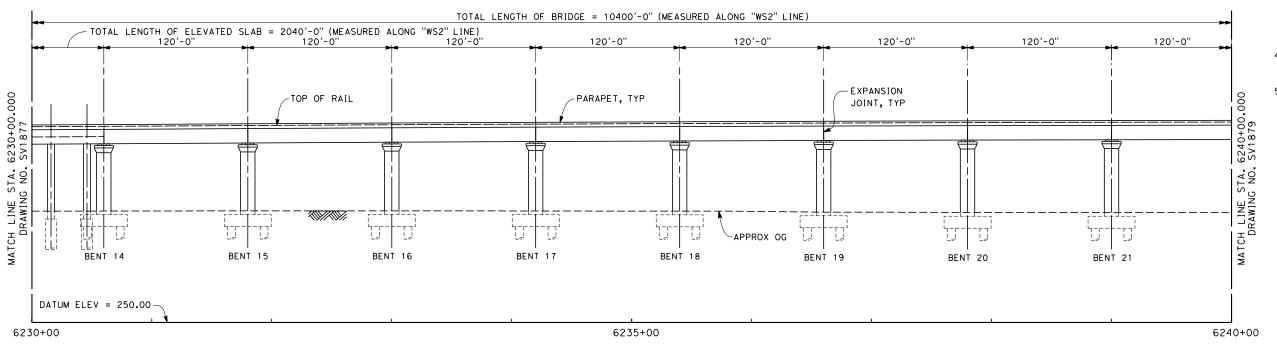
DESCRIPTION

12/31/13

BVC 6218+93.99 **NOTES** EVC 6184+73.77 ELEV 403.69 1. NOT ALL PILES SHOWN ELEV 366.06 2. PILE LENGTH TO BE 1.100 % DETERMINED 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "W\$2" LINE IN-SITU - INSITU, SLID STEEL TRUSS OR LAUNCHED TOTAL LENGTH OF BRIDGE = 10400'-0" (MEASURED ALONG "WS2" LINE) ELEVATED SLABS - PC BEAM AND INSITU SLAB - 120'-0" TOTAL LENGTH OF ELEVATED SLAB = 2040'-0" (MEASURED ALONG "WS2" LINE) 4. UTILITY LOCATIONS TO BE DETERMINED -EXPANSION 5. ACCESS STAIRWAYS ARE JOINT, TYP TOP OF RAIL PARAPET, TYP PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. BENT 13 ACCESS STAIRS - APPROX OG DATUM ELEV = 250.00 -6210+00 6215+00 6220+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB 2 RETAINING WALL PROPOSED HSR ROW SHAFTER YARD EDGE OF * ESTIMATED 100-YEAR FLOOD GUIDEWAY DECK 10+00.000 ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR "WS2" LINE HYDROLOGY, HYDRAULICS AND √80} € TRACK DRAINAGE 15% DRAFT REPORT". CURVE DATA (80) R = 60000.00' Δ = 13° 44' 37.1" T = 7230.9' L = 14392.3' BNSF PROPOSED HSR ROW -EDGE OF GUIDEWAY DECK PLAN SCALE 1" = 40' -ACCESS STAIRS DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV1876 WASCO-SHAFTER BYPASS SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT WS2 NOT FOR CHARGE **CALIFORNIA** AS SHOWN WASCO VIADUCT CONSTRUCTION HIGH-SPEED RAIL AUTHORITY PLAN AND ELEVATION 5 OF 14 12/31/13 BY CHK APP DESCRIPTION

BVC 6218+93.99 /ELEV 403.69 E<u>VC 6275+93.9</u>9 **NOTES** ELEV 394.46 1. NOT ALL PILES SHOWN 2. PILE LENGTH TO BE 5700' VC DETERMINED R/C = -0.044% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "W\$2" LINE IN-SITU - INSITU, SLID STEEL TRUSS OR LAUNCHED TOTAL LENGTH OF BRIDGE = 10400'-0" (MEASURED ALONG "WS2" LINE) ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF ELEVATED SLAB = 2040'-0" (MEASURED ALONG "WS2" LINE) 4. UTILITY LOCATIONS TO BE DETERMINED -EXPANSION 5. ACCESS STAIRWAYS ARE TOP OF RAIL PARAPET, TYP JOINT, TYP PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. MATCH LINE ST. DRAWING N DATUM ELEV = 250.00 -6220+00 6225+00 6230+00 -COLUMN PROTECTION
ALL COLUMN ON THIS LINE **ELEVATION** SCALE 1" = 40' LEGEND: ASSUMED BNSF ROW 1) STRUCTURE APPROACH SLAB COLUMN PROTECTION PROPOSED HSR ROW 2 RETAINING WALL -BNSF * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR EDGE OF | GUIDEWAY DECK HYDROLOGY, HYDRAULICS AND WS2" LINE (80) - TRACK DRAINAGE 15% DRAFT REPORT". CURVE DATA Š. (80) R = 60000.00' $\Delta = 13^{\circ} 44' 37.1''$ T = 7230.9'L = 14392.3'PROPOSED HSR ROW € TRACK EDGE OF GUIDEWAY DECK ASSUMED BNSF ROW SANTA FE WAY (TO BE REALIGNED) **PLAN** SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV1877 WASCO-SHAFTER BYPASS SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT WS2 NOT FOR CHARGE **CALIFORNIA** AS SHOWN WASCO VIADUCT CONSTRUCTION HIGH-SPEED RAIL AUTHORITY PLAN AND ELEVATION 6 OF 14 12/31/13 DATE BY CHK APP DESCRIPTION

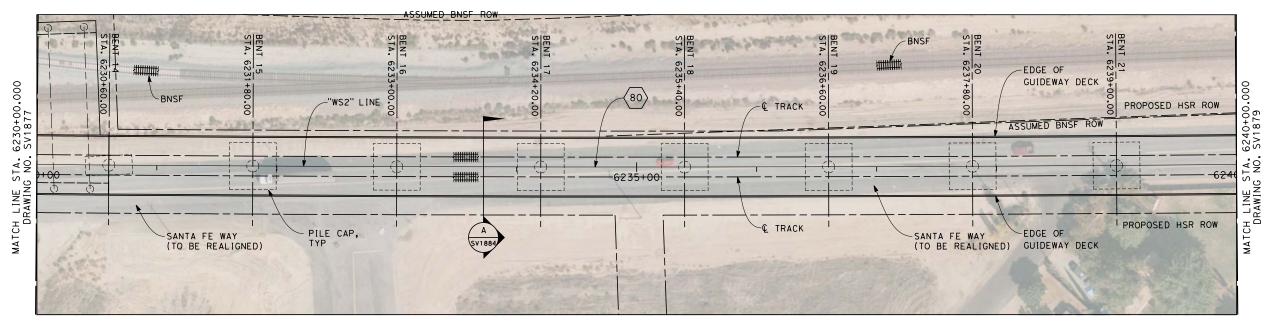
TOP OF RAIL "W\$2" LINE



NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
 - INSITU, SLID STEEL TRUSS OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 60000.00' $\Delta = 13^{\circ} 44' 37.1''$ T = 7230.9'

L = 14392.3'

PLAN SCALE 1" = 40'

	URS HMM
7	= =
	CALIFORNIA H

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

CHECKED BY
A. ARMSTRONG

12/31/13

RECORD SET 15%

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

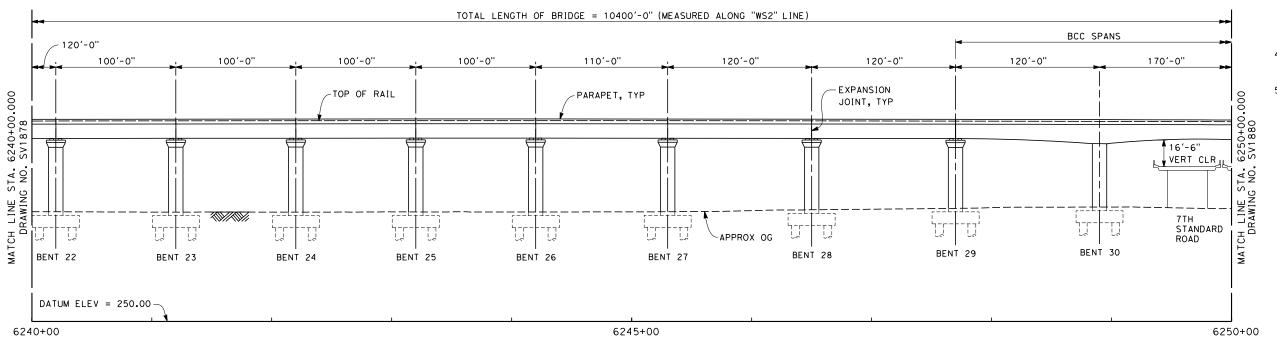
WASCO-SHAFTER BYPASS SUBSECTION ALIGNMENT WS2 WASCO VIADUCT PLAN AND ELEVATION

HSR 06-0003
DRAWING NO.
SV1878
SCALE
AS SHOWN
SHEET NO.
7 OF 14

BY CHK APP

DESCRIPTION

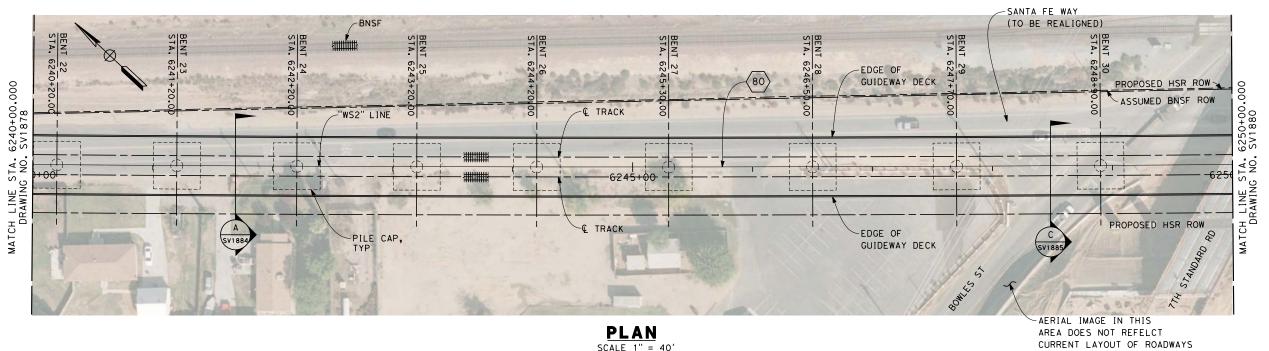
TOP OF RAIL "WS2" LINE



NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
 - INSITU, SLID STEEL TRUSS OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 60000.00' $\Delta = 13^{\circ} 44' 37.1''$ T = 7230.9'

L = 14392.3'

SCALE 1" = 40'

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

URS HMM ARUP

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

DATE

BY CHK APP

DESCRIPTION

CHECKED BY
A. ARMSTRONG

12/31/13

RECORD SET 15%

DESIGN SUBMISSION

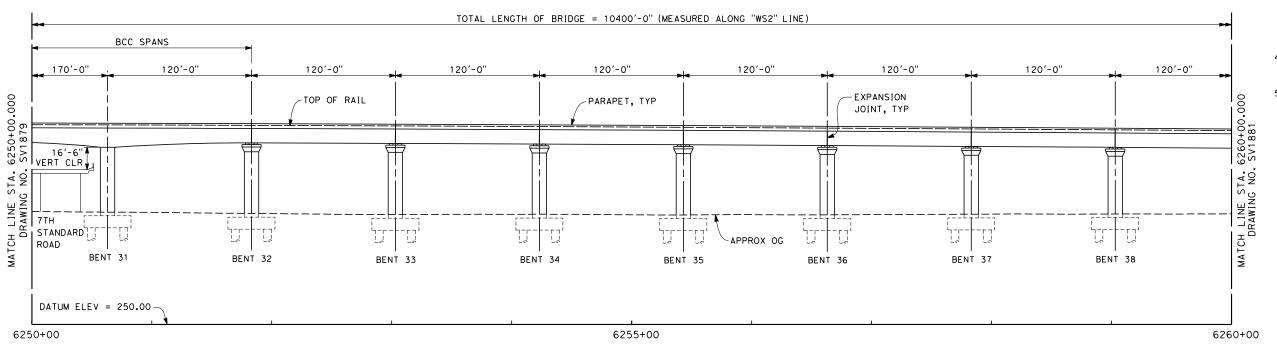
NOT FOR

CONSTRUCTION

CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

WASCO-SHAFTER BYPASS SUBSECTION ALIGNMENT WS2 WASCO VIADUCT PLAN AND ELEVATION

CONTRACT NO. HSR 06-0003					
H3K 06-0003					
DRAWING NO.					
SV1879					
341019					
SCALE					
AS SHOWN					
SHEET NO.					



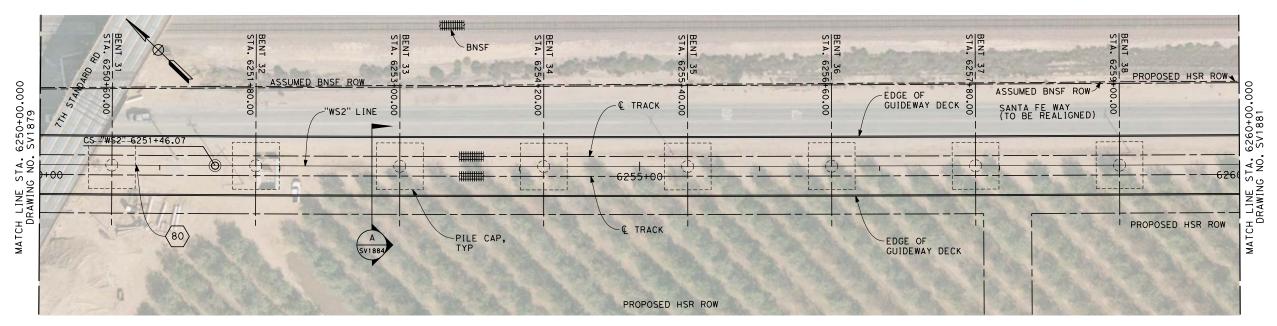
NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
 - INSITU, SLID STEEL TRUSS OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 60000.00' $\Delta = 13^{\circ} 44' 37.1''$ T = 7230.9'

L = 14392.3'

PLAN SCALE 1" = 40'

	URS HMM AR
7	
	CALIFORNIA HIGH-

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

DATE

BY CHK APP

DESCRIPTION

CHECKED BY
A. ARMSTRONG

12/31/13

RECORD SET 15%

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

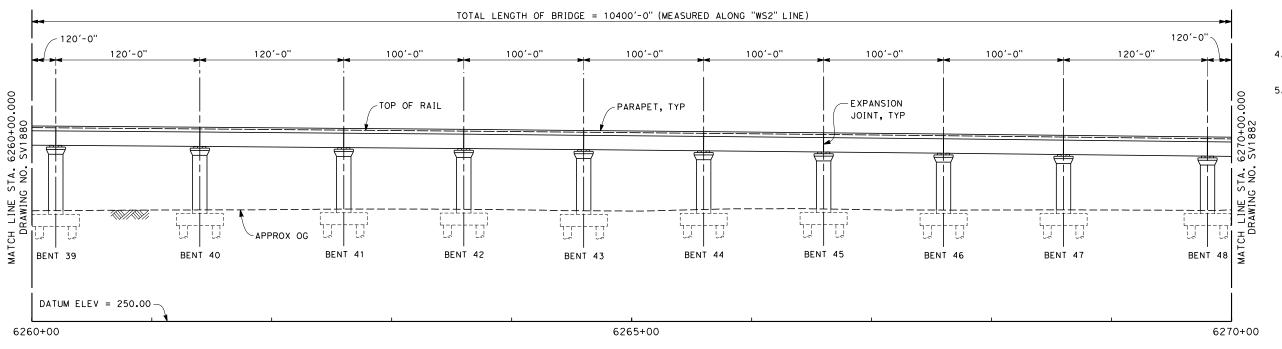


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

WASCO-SHAFTER BYPASS SUBSECTION ALIGNMENT WS2 WASCO VIADUCT PLAN AND ELEVATION

CONTRAC			0003
DRAWING	NO.		
	S'	V18	80
SCALE			
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	9	OF	14

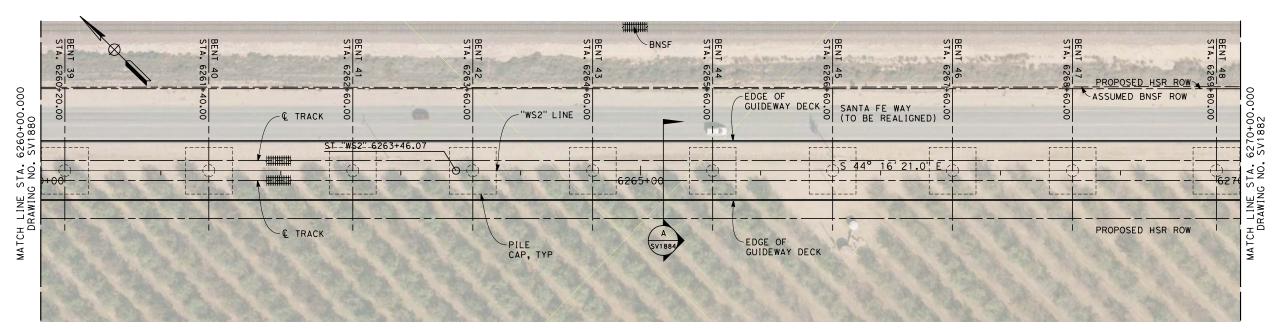
BVC 6218+93.99 /ELEV 403.69 EVC 6275+93.99 ELEV 394.46 5700' VC R/C = -0.044% /STATOP OF RAIL "W\$2" LINE



NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
 - INSITU, SLID STEEL TRUSS OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	RECORD SET 15%
						CHECKED BY	DESIGN SUBMISSION
						A. ARMSTRONG	NOT FOR
						IN CHARGE R. COFFIN	CONSTRUCTION
REV	DATE	ВΥ	СНК	APP	DESCRIPTION	DATE 12/31/13	



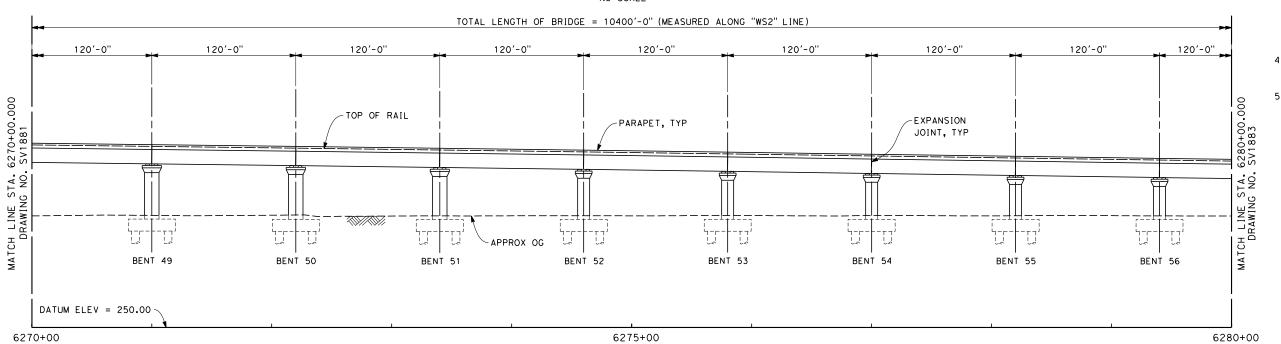


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

WASCO-SHAFTER BYPASS SUBSECTION ALIGNMENT WS2 WASCO VIADUCT PLAN AND ELEVATION

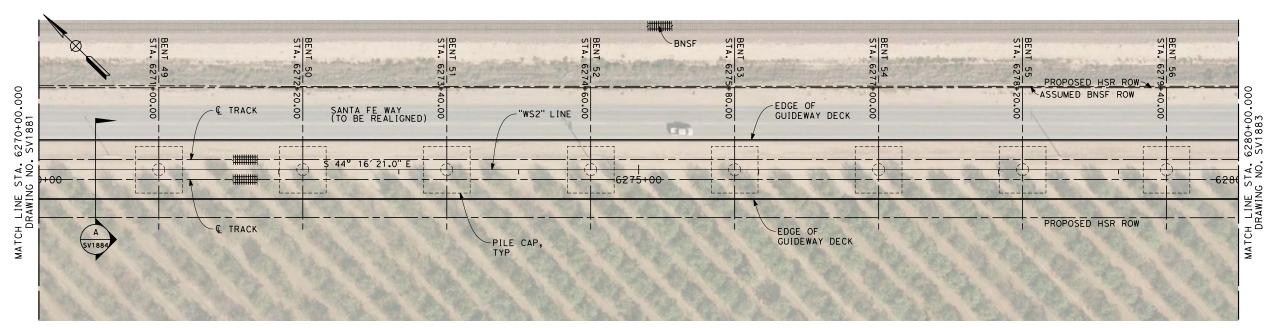
CONTRACT NO.				
HSR	06-0003			
DRAWING NO.				
S۱	V1881			
SCALE				
AS	SHOWN			
SHEET NO.				
10	OF 14			

EVC 6275+93.99 /ELEV 394.46 **NOTES** 5700' VC -1.423 % R/C = -0.044% /STATOP OF RAIL "WS2" LINE TOTAL LENGTH OF BRIDGE = 10400'-0" (MEASURED ALONG "WS2" LINE)



- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST IN-SITU
 - INSITU, SLID STEEL TRUSS OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

DESIGNED BY M. FISHER DRAWN BY F. PALERMO RECORD SET 15% CHECKED BY
A. ARMSTRONG CHARGE CONSTRUCTION 12/31/13 DATE BY CHK APP DESCRIPTION

URS HMM ARUP DESIGN SUBMISSION

NOT FOR

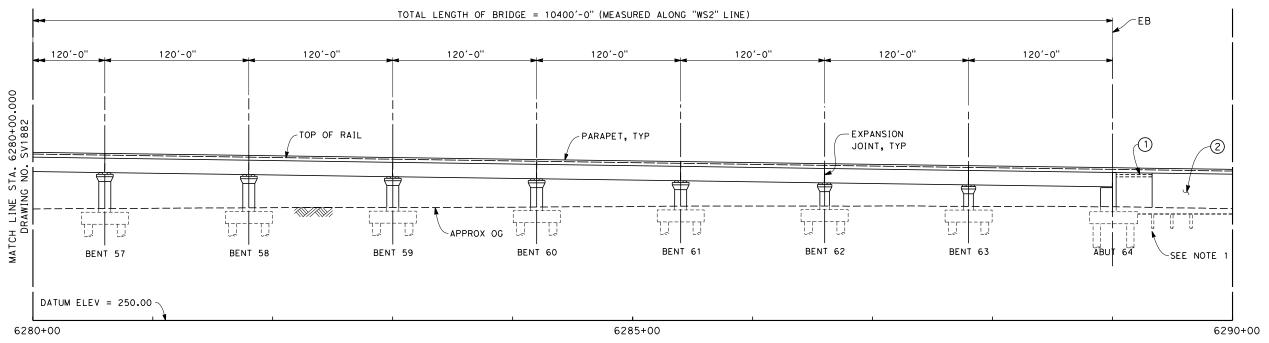


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD WASCO-SHAFTER BYPASS SUBSECTION

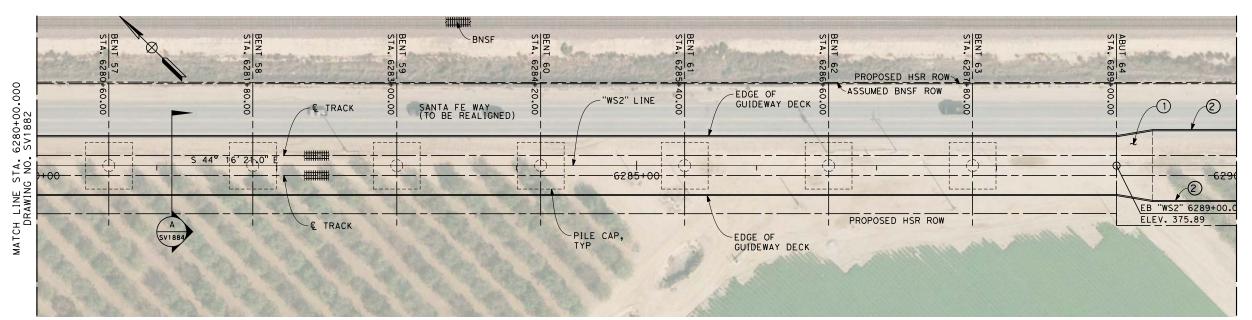
ALIGNMENT WS2 WASCO VIADUCT PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV1882
SCALE
AS SHOWN
SHEET NO.

EVC 6275+93.99 /ELEV 394.46 **NOTES** BVC 6287+93.99 1. NOT ALL PILES SHOWN ELEV 377.38 2. PILE LENGTH TO BE -1.423 % 3. SUPERSTRUCTURE CONSTRUCTION, UON TOP OF RAIL "WS2" LINE TOTAL LENGTH OF BRIDGE = 10400'-0" (MEASURED ALONG "WS2" LINE) ELEVATED SLABS - PC BEAM AND -EB



ELEVATION SCALE 1" = 40'



PLAN SCALE 1" = 40'

CALIFORNIA HIGH-SPEED TRAIN PROJEC FRESNO TO BAKERSFIELD

WASCO-SHAFTER BYPASS SUBSECTION ALIGNMENT WS2 WASCO VIADUCT PLAN AND ELEVATION

CT	CONTRACT NO. HSR 06-0003
	DRAWING NO. SV1883
	SCALE AS SHOWN
	SHEET NO. 12 OF 14

LEGEND:

DETERMINED

SIMPLE SPANS

STEEL TRUSS

DETERMINED

4. UTILITY LOCATIONS TO BE

PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS

PROVIDED AT 2500 FT INTERVALS

WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

5. ACCESS STAIRWAYS ARE

- MSS OR FLPM

- INSITU, SLID

OR LAUNCHED

INSITU SLAB

IN-SITU

CONTINUOUS SPANS - BCC - PRECAST

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

DATE

BY CHK APP

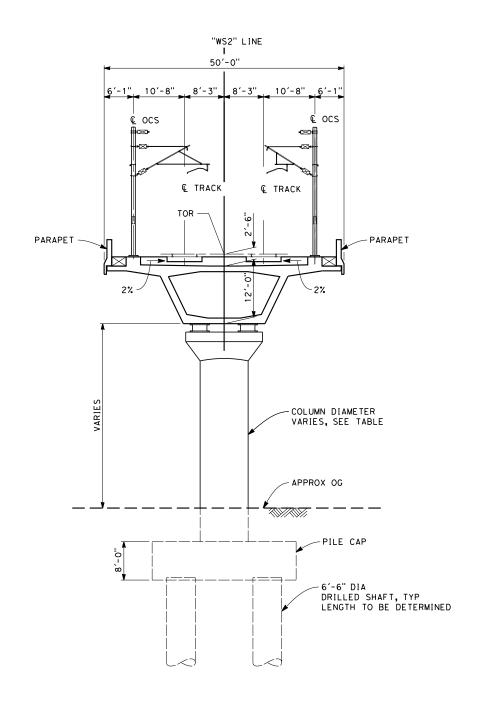
DESIGNED BY M. FISHER DRAWN BY F. PALERMO RECORD SET 15% DESIGN SUBMISSION CHECKED BY
A. ARMSTRONG NOT FOR CHARGE CONSTRUCTION

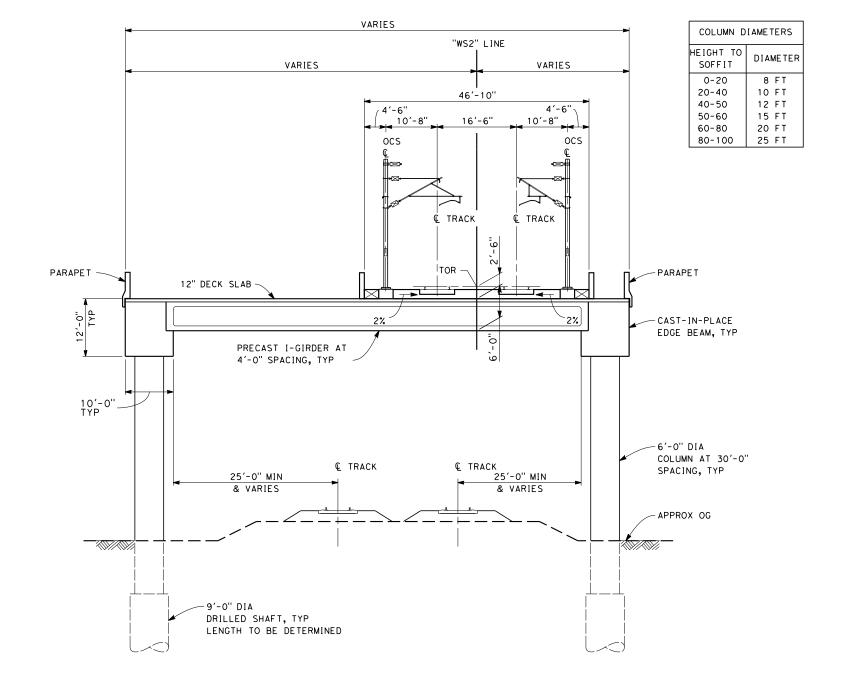
DESCRIPTION

12/31/13

URS HMM ARUP







SECTION A

SCALE: 1" = 10'

STA 6185+00 THROUGH 6195+80 STA 6207+80 THROUGH 6210+20 STA 6230+60 THROUGH 6247+70 STA 6251+80 THROUGH 6289+00

SECTION B

SCALE: 1" = 10'

STA 6195+80 THROUGH 6207+80 STA 6210+20 THROUGH 6230+60



						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	RE DES
						CHECKED BY A. ARMSTRONG	
						IN CHARGE R. COFFIN] c
REV	DATE	ВΥ	СНК	APP	DESCRIPTION	12/31/13	

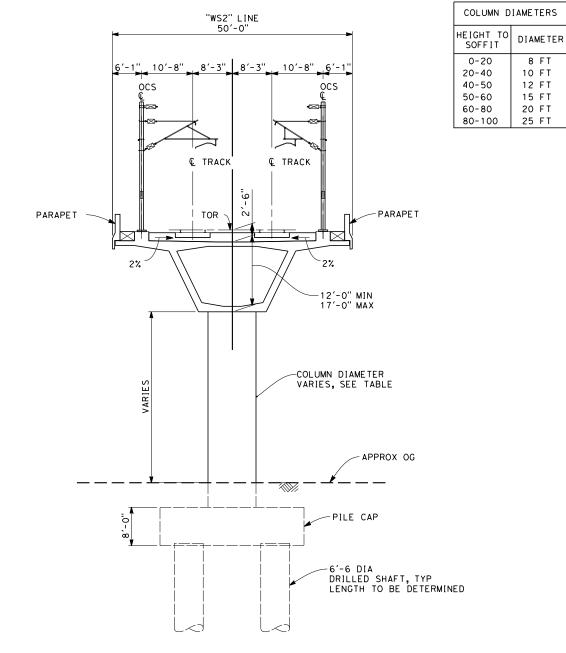




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

WASCO-SHAFTER BYPASS SUBSECTION
ALIGNMENT WS2
WASCO VIADUCT
TYPICAL SECTIONS

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV1884
SCALE
AS SHOWN
SHEET NO.
13 OF 14





STA 6247+70 THROUGH 6251+80



127							DESIGNED BY M. FISHER	
ton+							DRAWN BY F. PALERMO	RECORD SET 15% Design Submission
+∩H.							CHECKED BY A. ARMSTRONG IN CHARGE	Not for
Nadine	REV	DATE	BY	СНК	APP	DESCRIPTION	R. COFFIN DATE 12/31/13	CONSTRUCTION

URS HMM ARUP

8 FT

10 FT 12 FT

15 FT

20 FT

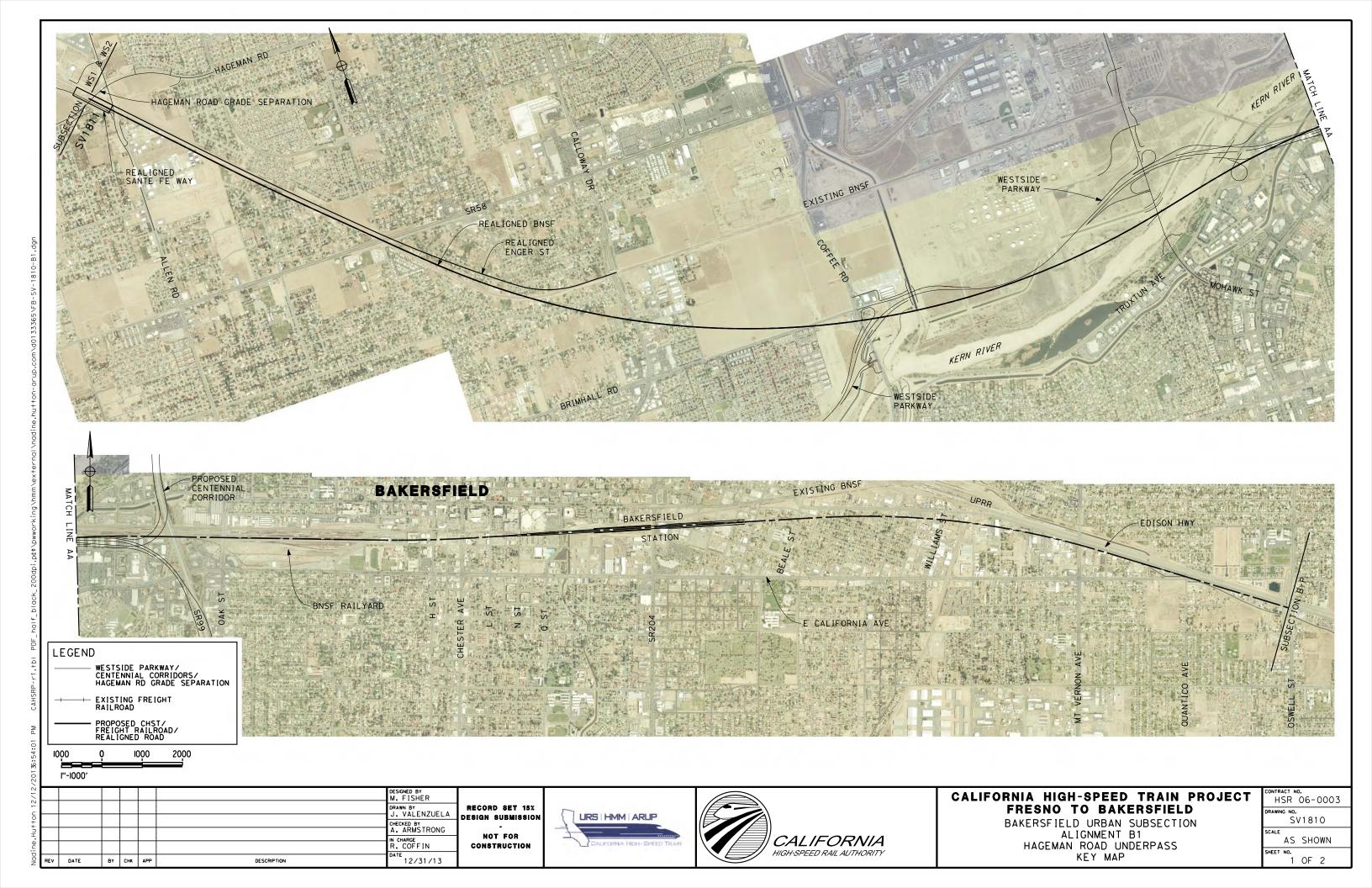
25 FT

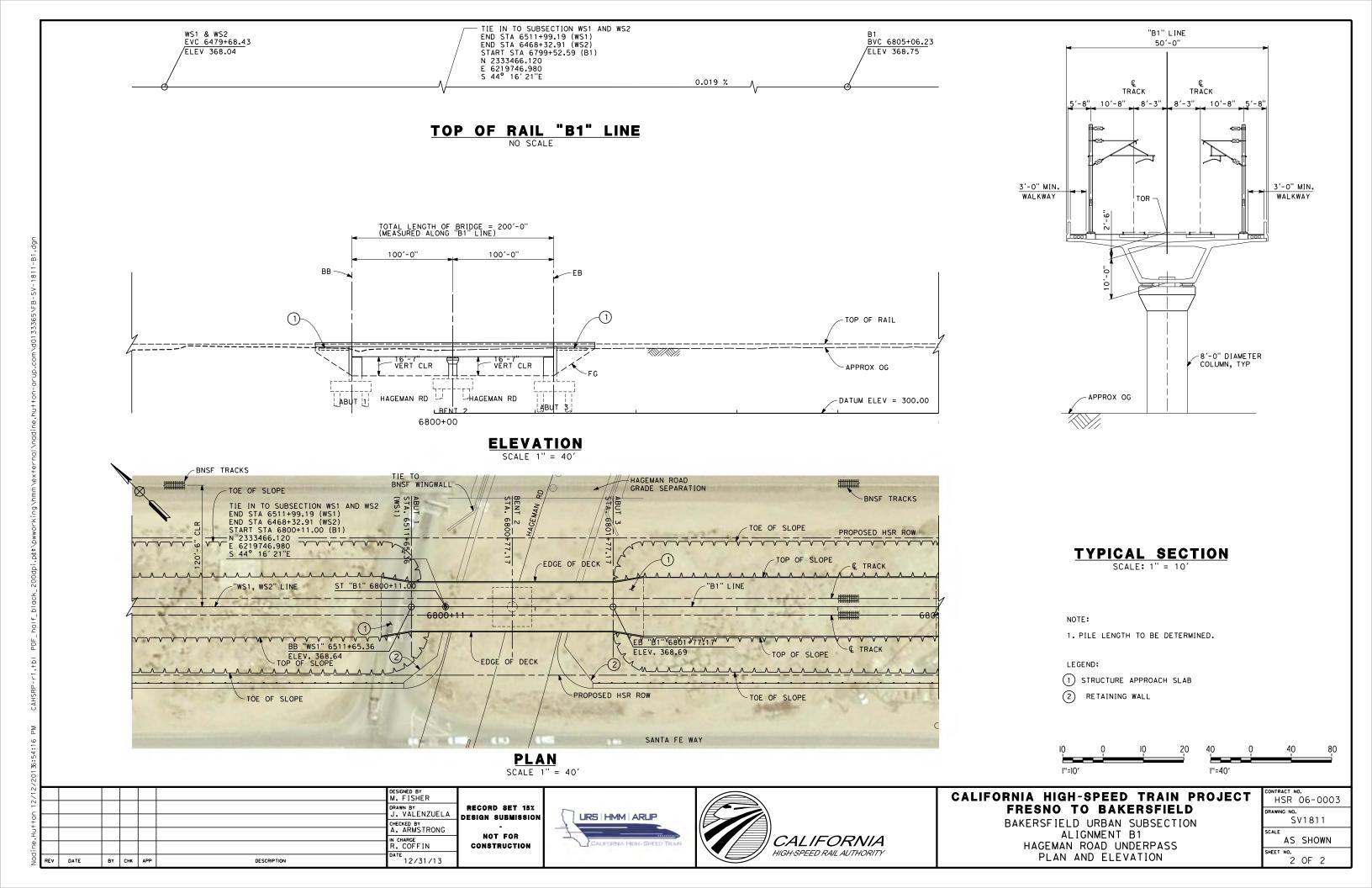


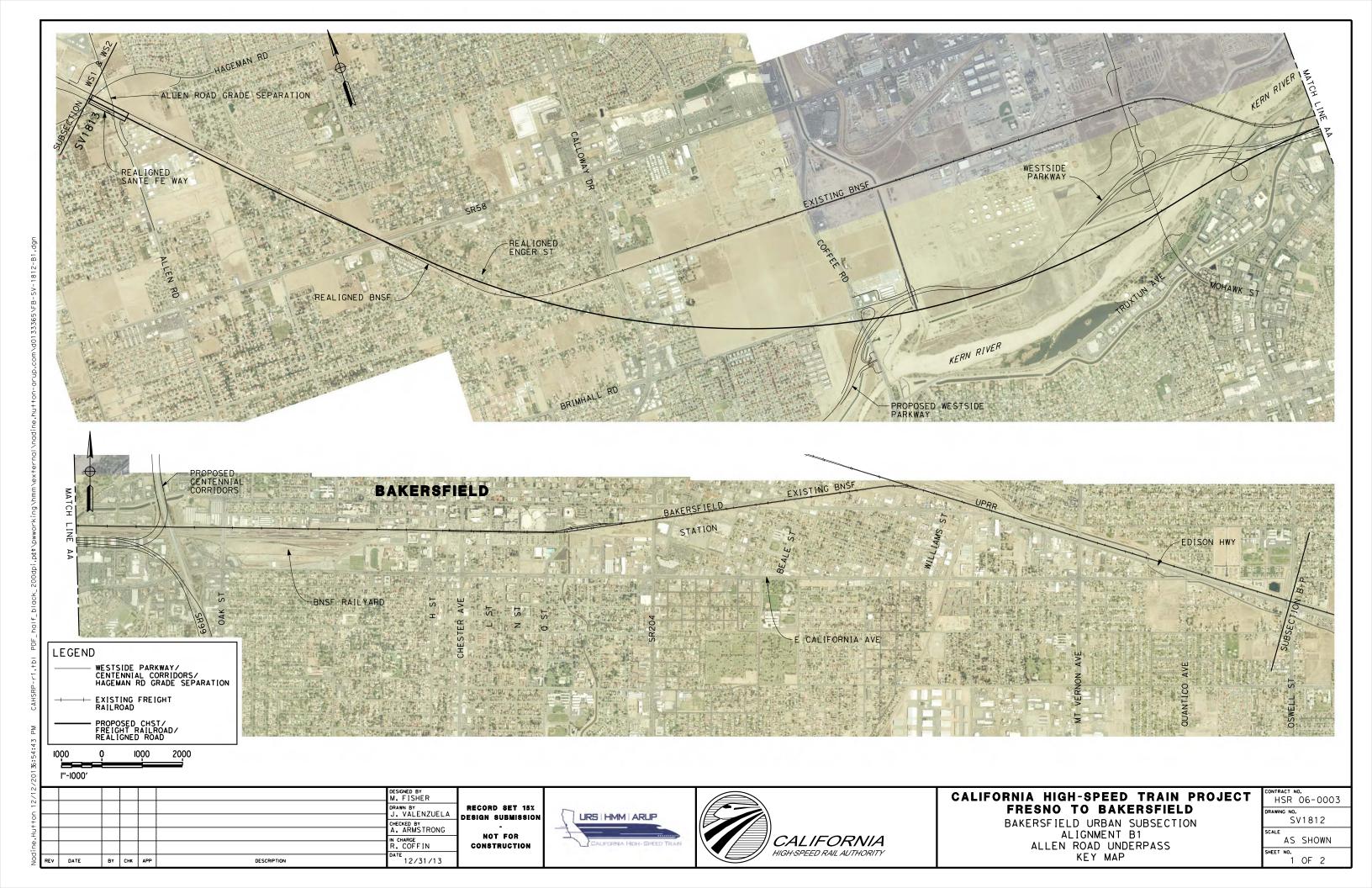
CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

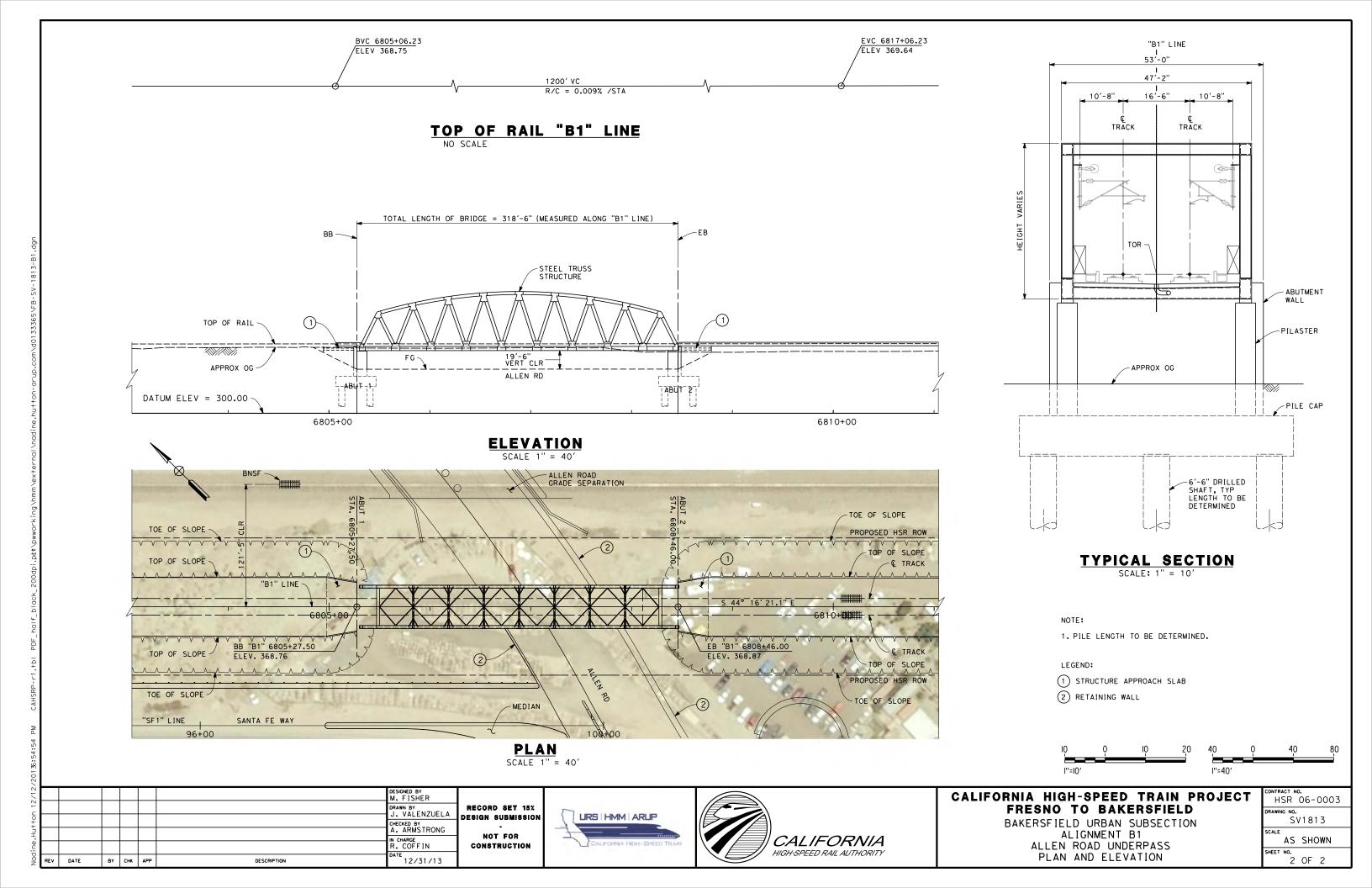
WASCO-SHAFTER BYPASS SUBSECTION ALIGNMENT WS2 WASCO VIADUCT TYPICAL SECTIONS

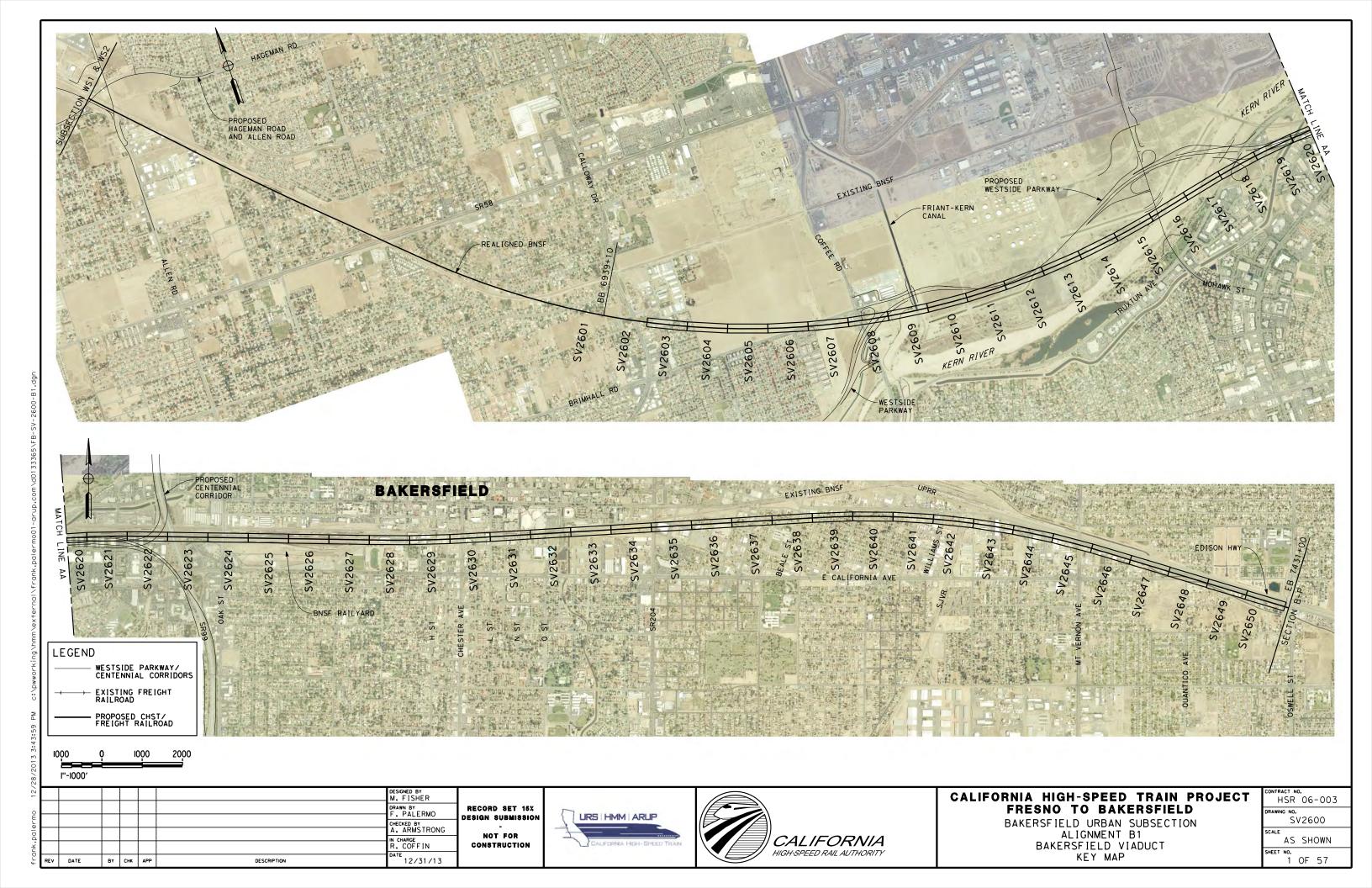
CONTRACT NO	o.
HSR	06-0003
DRAWING NO.	
S١	/1885
SCALE	
AS	SHOWN
SHEET NO.	
14	OF 14











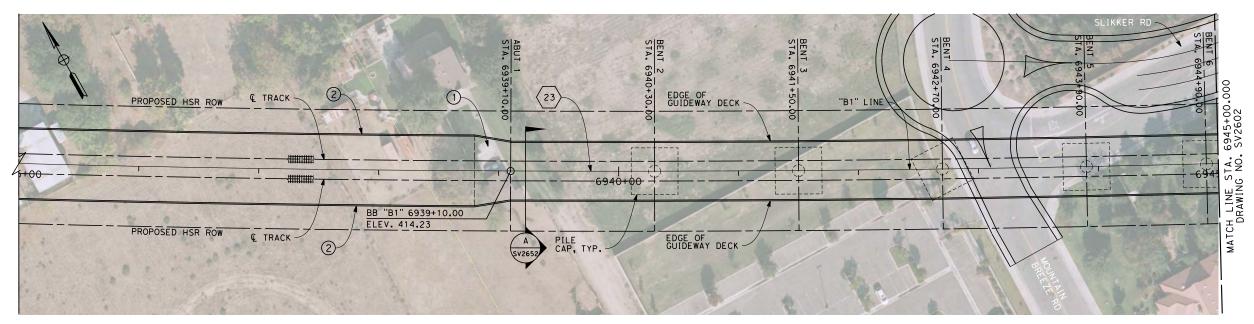
<u>NOTES</u> BVC 6946+37.46 ELEV 427.64 EVC 6935+70.64 ELEV 407.98 1.843 % TOP OF RAIL "B1" LINE TOTAL LENGTH OF BRIDGE = 49190'-0" (MEASURED ALONG "B1" LINE) BCC SPANS BB · 120'-0" DETERMINED 120'-0" 120'-0" 120'-0" 120'-0" 100'-0" TOP OF PARAPET TOP OF RAIL 2 APPROX OG ~ SEE NOTE 1 BENT BENT 2 BENT 3 BENT 4 BENT 5 DATUM ELEV = 300.00 6940+00 6935+00 6945+00

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



PLAN SCALE 1" = 40'

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 19508.25'

 $\Delta = 50^{\circ} 22' 43.5''$

T = 9175.5'

L = 17153.1'



′ 🖳								
							DESIGNED BY M. FISHER	
							DRAWN BY F. PALERMO	l _
L							CHECKED BY	D
							A. ARMSTRONG IN CHARGE	
							R. COFFIN	
RI	ΕV	DATE	BY	СНК	APP	DESCRIPTION	12/31/13	

RECORD SET 15% DESIGN SUBMISSION NOT FOR CONSTRUCTION





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT PLAN AND ELEVATION

CONTRACT HSF		-0003
DRAWING I	NO.	
	SV2	601
SCALE		
А	S SI	HOWN
SHEET NO	1	

<u>NOTES</u> 1. NOT ALL PILES SHOWN BVC 6946+37.46 ELEV 427.64 2. PILE LENGTH TO BE DETERMINED 4600' VC R/C = -0.039% /STA1.843 % 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "B1" LINE STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB TOTAL LENGTH OF BRIDGE = 49190'-0" (MEASURED ALONG "B1" LINE) 4. UTILITY LOCATIONS TO BE BCC SPANS BCC SPANS DETERMINED 120'-0" 180'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 110'-0" 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). EXPANSION JOINT, TYP LADDER ACCESS TO VIADUCTS IS TOP OF PARAPET TOP OF RAIL PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. 28'-10" VERT CLR '۲٦-APPROX OG BENT 7 BENT 8 BENT 9 BENT 10 BENT 11 BENT 12 BENT 13 DATUM ELEV = 300.00 6945+00 6950+00 6955+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO EDGE OF GUIDEWAY DECK -BAKERSFIELD CORRIDOR & TRACK -"B1" LINE PROPOSED HSR ROW HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

EDGE OF GUIDEWAY DECK -

CURVE DATA

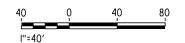


 $\langle 23 \rangle$

 $\Delta = 50^{\circ} 22' 43.5''$

T = 9175.5'

L = 17153.1'



DESIGNED BY M. FISHER DRAWN BY F. PALERMO RECORD SET 15% DESIGN SUBMISSION CHECKED BY
A. ARMSTRONG NOT FOR CHARGE R. COFFIN CONSTRUCTION 12/31/13 DATE BY CHK APP DESCRIPTION

C TRACK



-6950+00

PLAN SCALE 1" = 40'



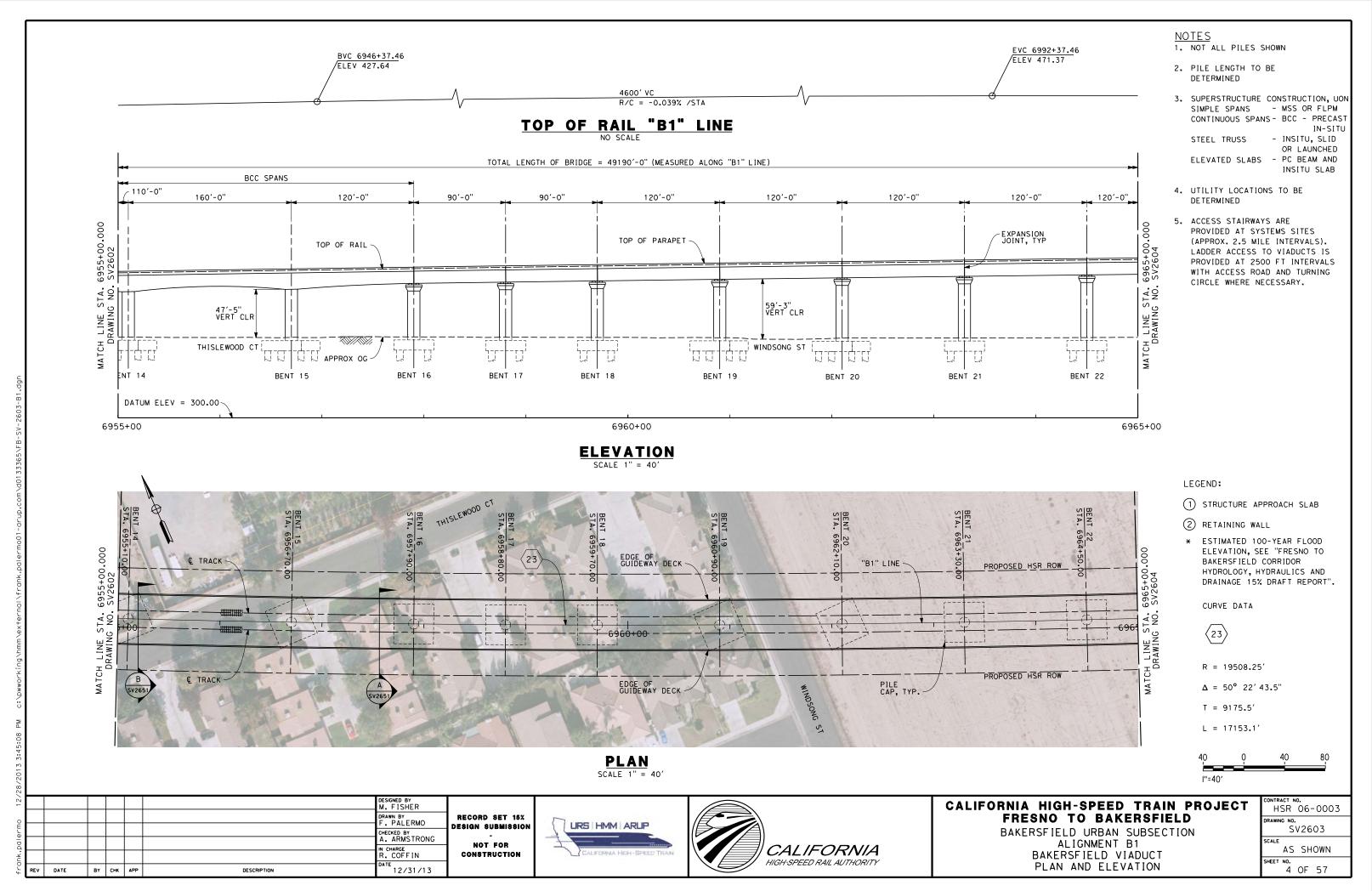
PILE CAP,

CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

PROPOSED HSR ROW

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT PLAN AND ELEVATION

CONTRACT NO. HSR 06-0003
DRAWING NO. SV2602
SCALE AS SHOWN
SHEET NO. 3 OF 57



EVC 6992+37.46 1. NOT ALL PILES SHOWN BVC 6946+37.46 ELEV 427.64 ELEV 471.37 2. PILE LENGTH TO BE DETERMINED 4600' VC R/C = -0.039% /STA3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "B1" LINE STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND TOTAL LENGTH OF BRIDGE = 49190'-0" (MEASURED ALONG "B1" LINE) INSITU SLAB 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" 4. UTILITY LOCATIONS TO BE DETERMINED 5. ACCESS STAIRWAYS ARE EXPANSION JOINT, TYP TOP OF PARAPET PROVIDED AT SYSTEMS SITES TOP OF RAIL (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. MATCH LINE STA. DRAWING NO. MATCH LINE STA. DRAWING NO. 7-1-APPROX OG BENT 26 BENT 28 BENT 29 BENT 30 BENT 24 BENT 25 BENT 27 BENT 23 DATUM ELEV = 300.00 6970+00 6965+00 6975+00 **ELEVATION** SCALE 1" = 40' LEGEND: 1) STRUCTURE APPROACH SLAB BENT 25 STA. 6968 BENT 26 STA. 6969+30.0 BENT 28 STA. 6971 2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD 6965+00.000 SV2603 ELEVATION, SEE "FRESNO TO EDGE OF GUIDEWAY DECK $\langle 23 \rangle$ BAKERSFIELD CORRIDOR E TRACK "B1" LINE PROPOSED HSR ROW HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT". CURVE DATA $\langle 23 \rangle$ 6970+00 R = 19508.25'PROPOSED HSR ROW & TRACK -EDGE OF GUIDEWAY DECK $\Delta = 50^{\circ} 22' 43.5''$ T = 9175.5'L = 17153.1'**PLAN** SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD URS HMM ARUP DESIGN SUBMISSION SV2604 BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 CHECKED BY
A. ARMSTRONG

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

NOT FOR

CONSTRUCTION

CHARGE R. COFFIN

DATE

BY CHK APP

DESCRIPTION

12/31/13

<u>NOTES</u>

AS SHOWN

5 OF 57

BAKERSFIELD VIADUCT

PLAN AND ELEVATION

MATCH LINE ST. DRAWING N

6985+00

BENT

BENT 39

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID STEEL TRUSS OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'

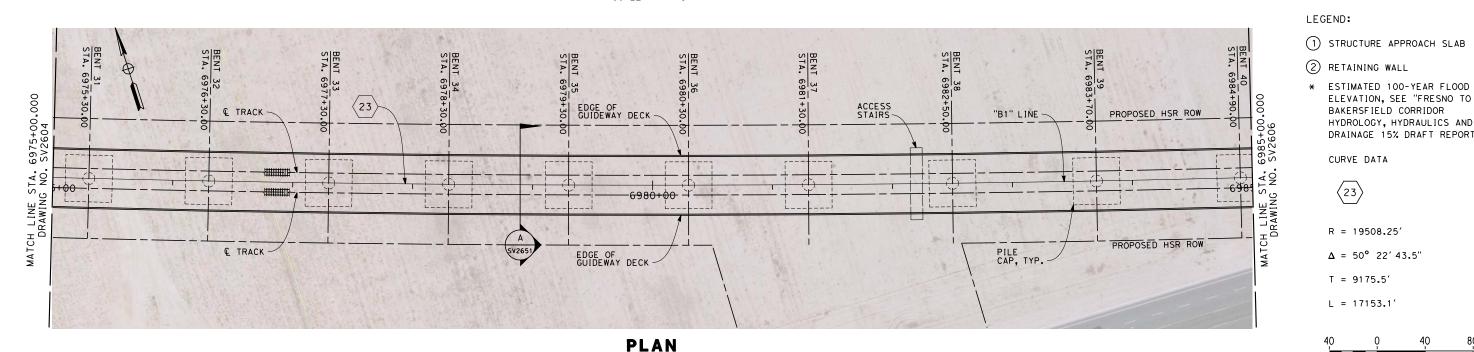
6980+00

BENT 36

BENT 37

BENT 38

BENT 35



R = 19508.25'

 $\langle 23 \rangle$

CURVE DATA

 $\Delta = 50^{\circ} 22'43.5''$

T = 9175.5'

L = 17153.1'

ELEVATION, SEE "FRESNO TO

HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

BAKERSFIELD CORRIDOR

DESIGNED BY M. FISHER DRAWN BY F. PALERMO RECORD SET 15% DESIGN SUBMISSION CHECKED BY
A. ARMSTRONG

CHARGE

12/31/13

NOT FOR

CONSTRUCTION

APPROX OG-

BENT 34

BENT 33

BENT 32

DESCRIPTION



SCALE 1" = 40'



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2605
SCALE
AS SHOWN
SHEET NO.
6 OF 57

DATE

BY CHK APP

MATCH LINE STA. DRAWING NO.

6975+00

BENT 31

DATUM ELEV = 300.00

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

NOT FOR

CONSTRUCTION

CHARGE

DATE

BY CHK APP

DESCRIPTION

12/31/13

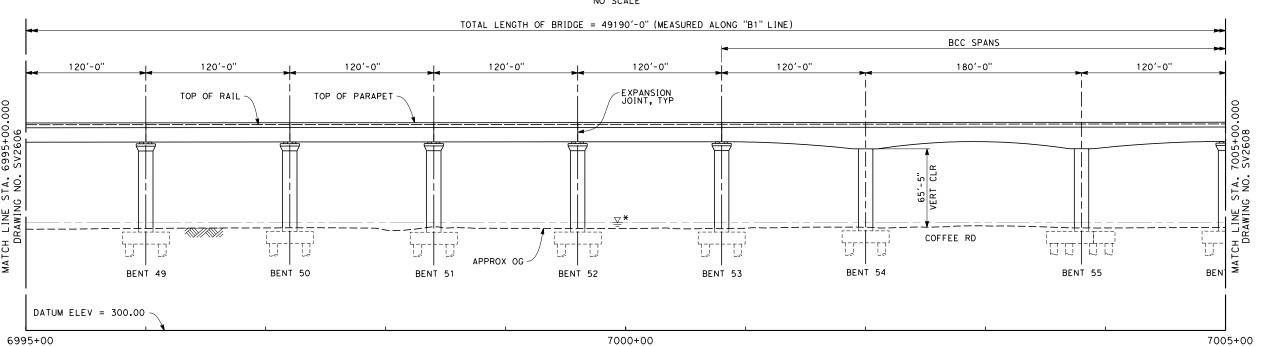
N<u>OTES</u>

ALIGNMENT B1

BAKERSFIELD VIADUCT

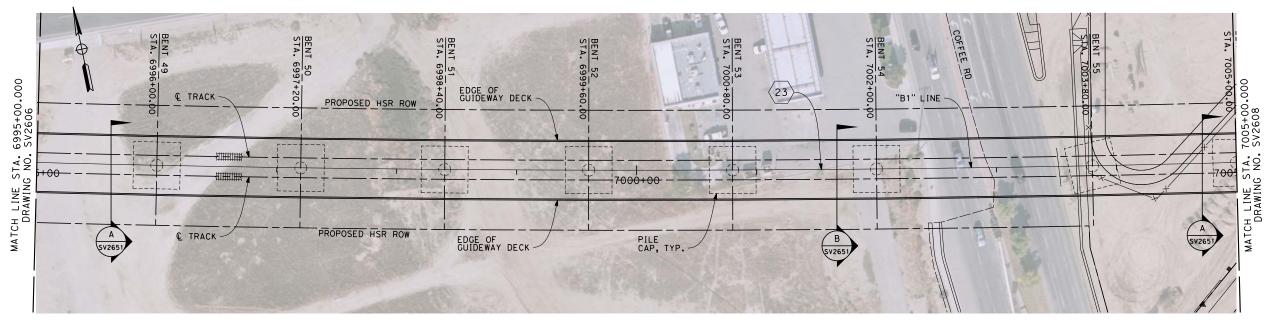
PLAN AND ELEVATION

AS SHOWN



- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



PLAN SCALE 1" = 40'

URS HMM ARUP **CALIFORNIA** HIGH-SPEED RAIL AUTHORITY

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 19508.25'

 $\Delta = 50^{\circ} 22' 43.5''$

T = 9175.5'

L = 17153.1'



DESIGNED BY M. FISHER DRAWN BY F. PALERMO RECORD SET 15% DESIGN SUBMISSION CHECKED BY
A. ARMSTRONG NOT FOR CHARGE R. COFFIN CONSTRUCTION

DESCRIPTION

DATE

BY CHK APP

12/31/13

CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT PLAN AND ELEVATION

CONTRACT NO	
HSR	06-0003
DRAWING NO.	
S۱	/2607
SCALE	
AS	SHOWN

BENT 60

BENT 61

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

ELEVATION SCALE 1" = 40'

URS HMM ARUP

7010+00

33'-5" ± VERT CLR

BENT 58

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

CHECKED BY
A. ARMSTRONG

12/31/13

RECORD SET 15%

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

APPROX OG

BENT 57

DESCRIPTION

DATUM ELEV = 300.00

7005+00

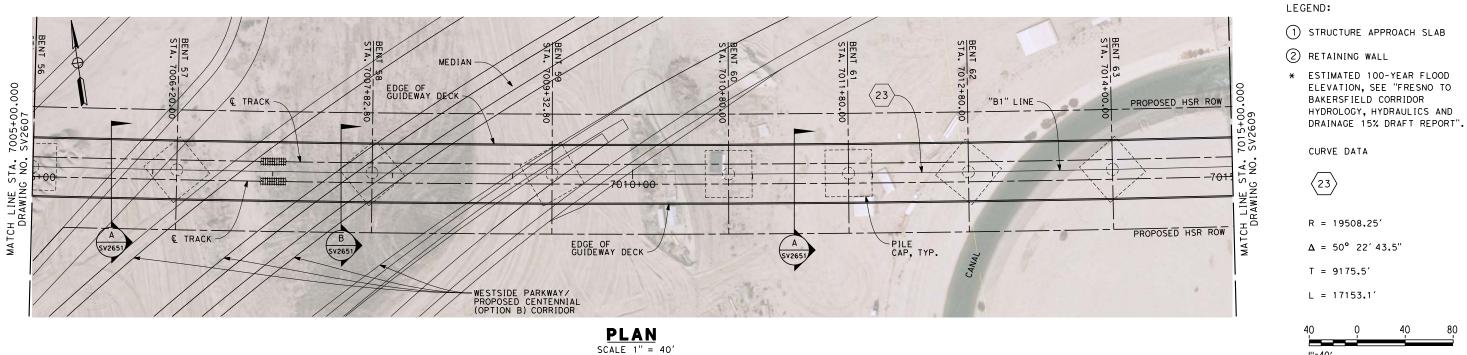
DATE

BY CHK APP

PROPOSED CENTENNIAL

BENT 59

(OPTION B) CORRIDOR



CANAL

BENT 62

BENT 63

FRESNO TO BAKERSFIELD BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT PLAN AND ELEVATION

HSR 06-0003 SV2608 AS SHOWN 9 OF 57

OR LAUNCHED

INSITU SLAB

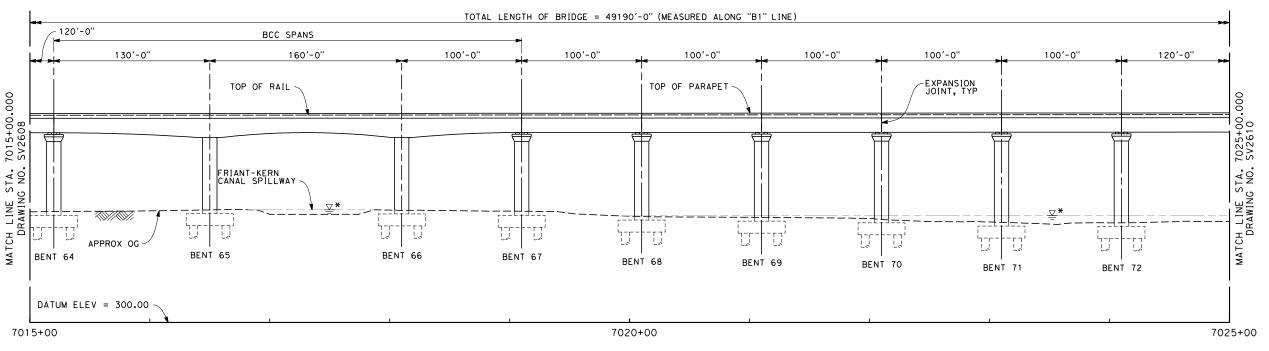
WITH ACCESS ROAD AND TURNING

CIRCLE WHERE NECESSARY.

MATCH LINE STA. DRAWING NO.

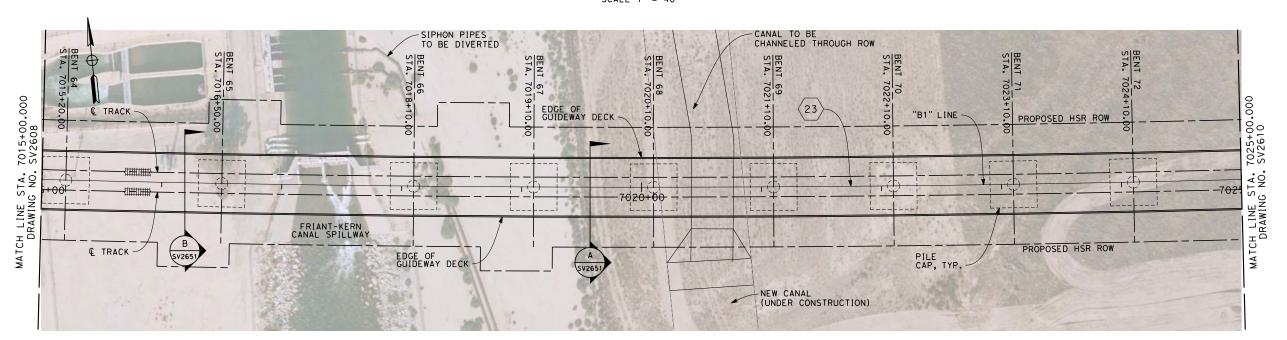
7015+00

CALIFORNIA HIGH-SPEED TRAIN PROJECT



- 1. NOT ALL PILES SHOWN
- 3. SUPERSTRUCTURE CONSTRUCTION, UON - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



PLAN SCALE 1" = 40'

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION. SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 19508.25'

 $\Delta = 50^{\circ} 22' 43.5''$

T = 9175.5'

L = 17153.1'



						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	RECORD SET 15% Design Submission
						CHECKED BY A. ARMSTRONG	-
						IN CHARGE R. COFFIN	NOT FOR CONSTRUCTION
REV	DATE	BY	СНК	APP	DESCRIPTION	DATE 12/31/13	

URS HMM ARUP



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT PLAN AND ELEVATION

CONTRAC HS		06-0	003
DRAWING		260	9
SCALE A	١S	SHO	WN
SHEET N			

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID OR LAUNCHED

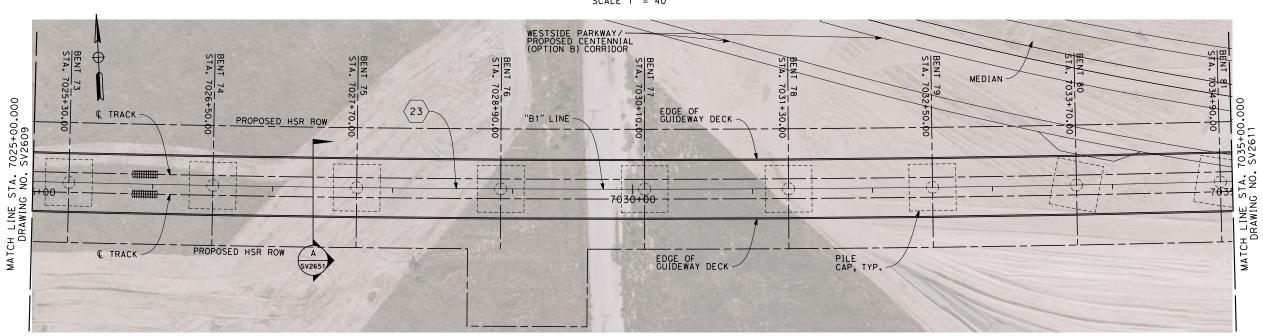
INSITU SLAB

- 4. UTILITY LOCATIONS TO BE
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'

7030+00

BENT 77



LEGEND:

Ā.

BENT

7035+00

- (1) STRUCTURE APPROACH SLAB
- (2) RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 19508.25'

 $\Delta = 50^{\circ} 22' 43.5''$

T = 9175.5'

L = 17153.1'

						DESIGNED BY M. FISHER	
						DRAWN BY	
						CHECKED BY A. ARMSTRONG	D
						IN CHARGE R. COFFIN	
REV	DATE	ВΥ	СНК	APP	DESCRIPTION	DATE 12/31/13	

APPROX OG

BENT 75

BENT 74

MATCH LINE STA. DRAWING NO.

7025+00

BENT 73

DATUM ELEV = 300.00

RECORD SET 15% DESIGN SUBMISSION NOT FOR CONSTRUCTION

BENT 76



PLAN SCALE 1" = 40'



BENT 79

BENT 78

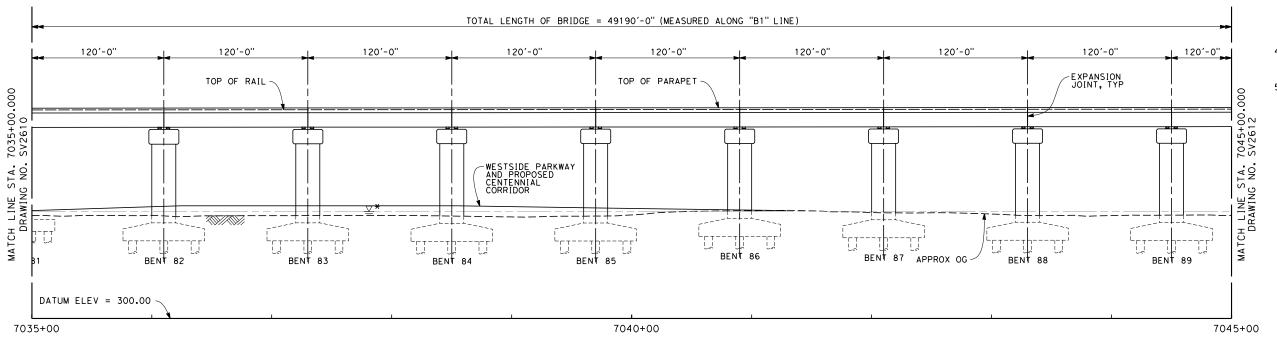
BENT 80

CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT PLAN AND ELEVATION

	CONTRACT NO. HSR 06-0003
ı	DRAWING NO.
ı	CVACIA
ı	SV2610
ı	
ı	SCALE
ı	AS SHOWN
ı	7.5
ı	SHEET NO

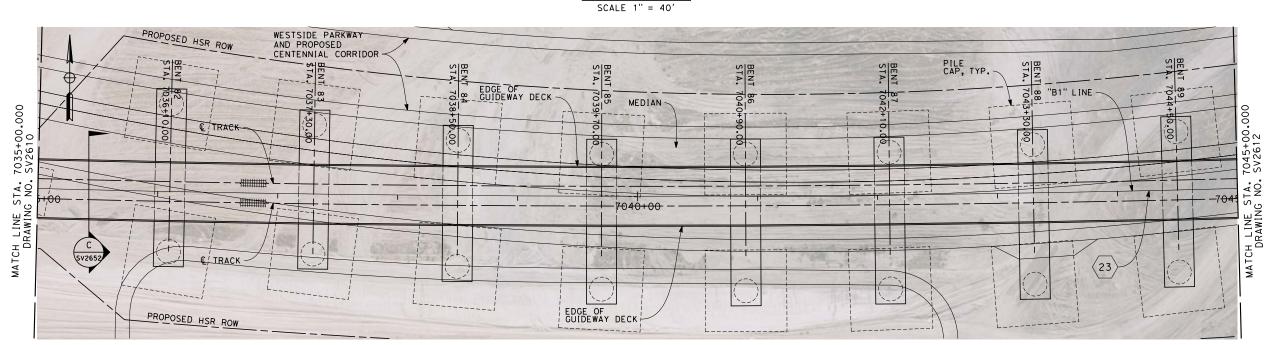
TOP OF RAIL "B1" LINE



<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID STEEL TRUSS OR LAUNCHED
- ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



- R = 19508.25'
- $\Delta = 50^{\circ} 22'43.5''$
- T = 9175.5'
- L = 17153.1'

PL	A	N		
SCALE	1"	=	40'	

					DESIGNED BY M. FISHER	
					DRAWN BY F. PALERMO	RECORD SET 15%
					CHECKED BY	DESIGN SUBMISSION
					A. ARMSTRONG IN CHARGE	NOT FOR
					R. COFFIN	CONSTRUCTION
DATE	BY	СНК	ΔPP	DESCRIPTION	DATE 12/31/13	





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT PLAN AND ELEVATION

CONTRACT NO.							
HSR 06-0003							
DRAWING NO.							
SV2611							
SCALE							
AS SHOWN							
CHEET NO							

CALIFORNIA

HIGH-SPEED RAIL AUTHORITY

URS HMM ARUP

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

CHECKED BY
A. ARMSTRONG

12/31/13

CHARGE R. COFFIN

<u>NOTES</u>

SV2612

AS SHOWN

13 OF 57

BAKERSFIELD URBAN SUBSECTION

ALIGNMENT B1

BAKERSFIELD VIADUCT

PLAN AND ELEVATION

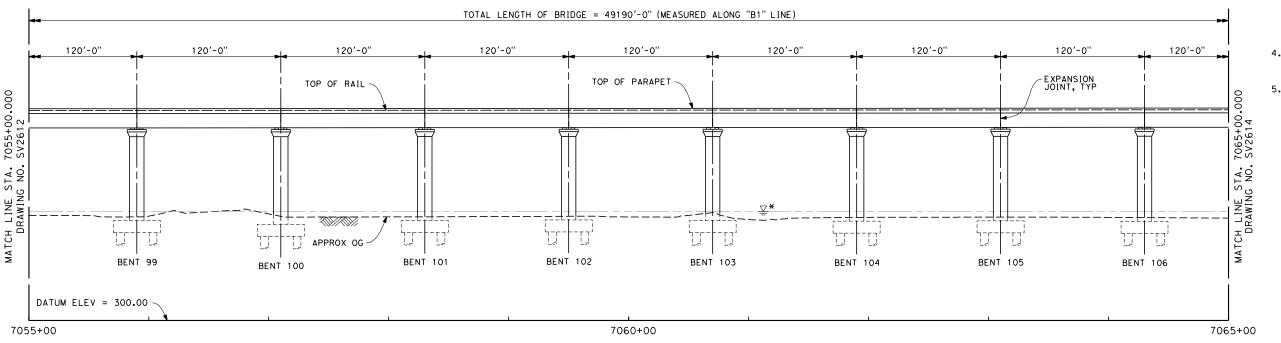
DATE

BY CHK APP

DESCRIPTION

TOP OF RAIL "B1" LINE





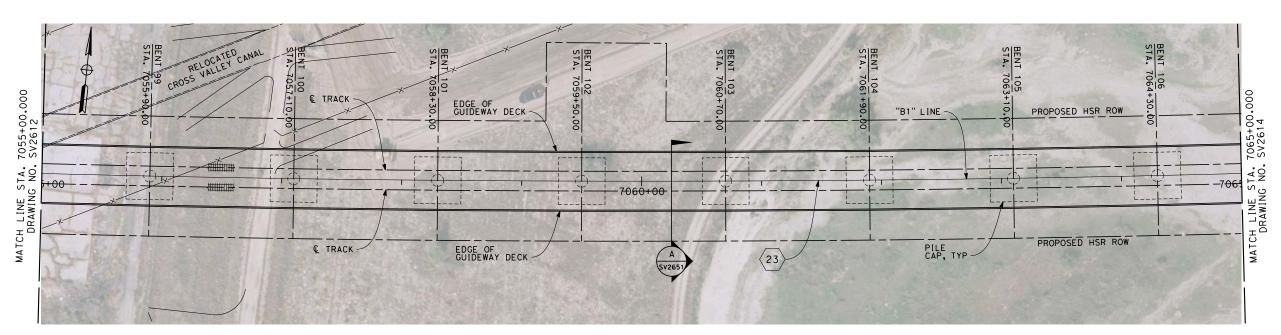
2. PILE LENGTH TO BE DETERMINED

1. NOT ALL PILES SHOWN

<u>NOTES</u>

- 3. SUPERSTRUCTURE CONSTRUCTION, UON
 - SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST STEEL TRUSS - INSITU, SLID
 - OR LAUNCHED ELEVATED SLABS - PC BEAM AND INSITU SLAB
 - 4. UTILITY LOCATIONS TO BE DETERMINED
 - 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 19508.25'

 $\Delta = 50^{\circ} 22' 43.5''$

T = 9175.5'

L = 17153.1'



PLAN SCALE 1" = 40'

					DESIGNED BY M. FISHER	
					DRAWN BY F. PALERMO	RECORD SET 15%
					CHECKED BY	DESIGN SUBMISSION
					A. ARMSTRONG IN CHARGE	NOT FOR
					R. COFFIN	CONSTRUCTION
TE	BY	СНК	APP	DESCRIPTION	DATE 12/31/13	



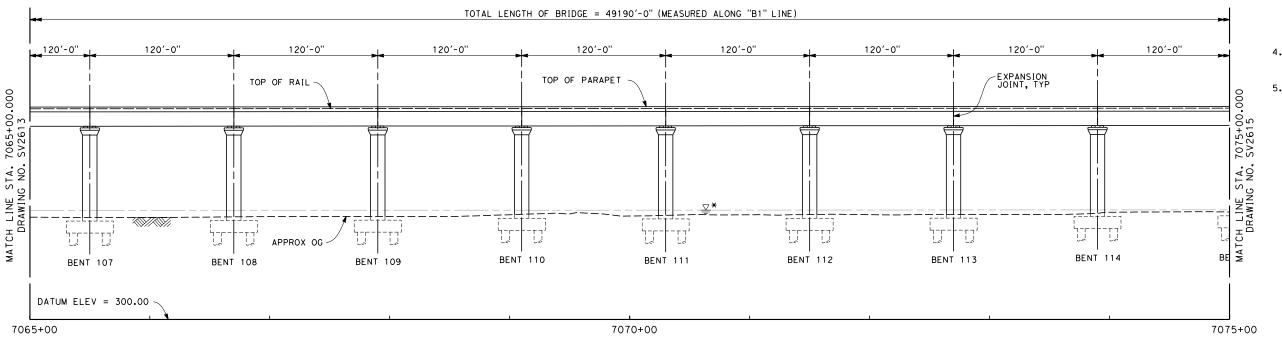


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT PLAN AND ELEVATION

CONTR H			0003	
DRAWING NO. SV2613				
SCALE	AS	SHO	NWC	
SHEET		OF	57	

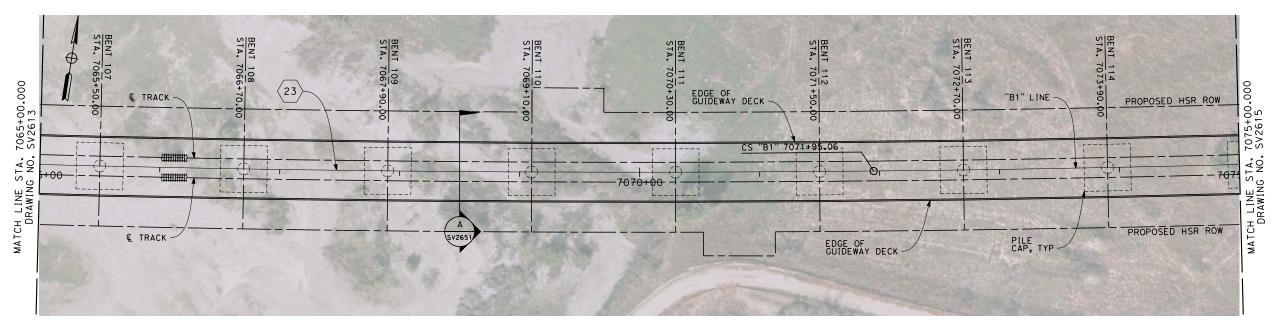




<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST
 - STEEL TRUSS INSITU, SLID OR LAUNCHED
- ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE
 PROVIDED AT SYSTEMS SITES
 (APPROX. 2.5 MILE INTERVALS).
 LADDER ACCESS TO VIADUCTS IS
 PROVIDED AT 2500 FT INTERVALS
 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 19508.25'

 $\Delta = 50^{\circ} 22' 43.5''$

T = 9175.5'

L = 17153.1



PLAN SCALE 1" = 40'

	DESIGNED BY M. FISHER	
	DRAWN BY F. PALERMO	RECORD SET 15% Design Submission
	CHECKED BY A. ARMSTRONG	•
	IN CHARGE R. COFFIN	NOT FOR CONSTRUCTION
DESCRIPTION	DATE 12/31/13	

DATE

BY CHK APP

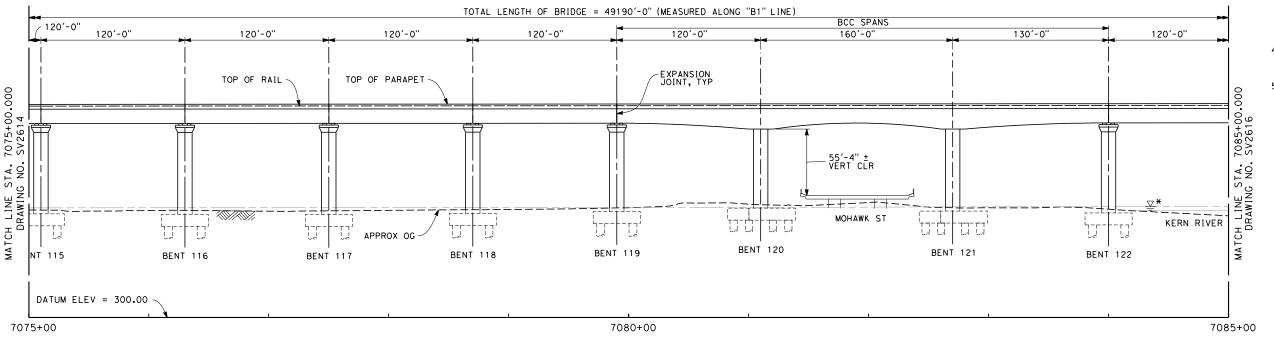




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION
ALIGNMENT B1
BAKERSFIELD VIADUCT
PLAN AND ELEVATION

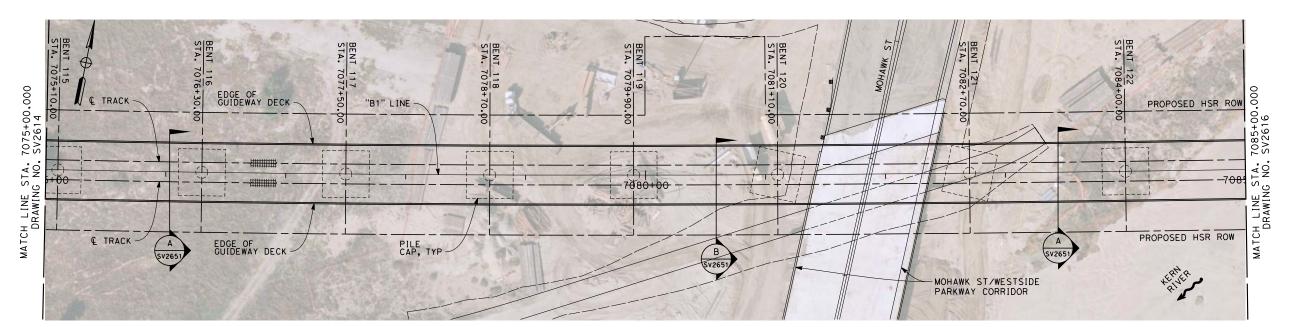
CONTRACT NO.								
HSR 06-0003								
DRAWING NO.								
SV2614								
SCALE								
AS SHOWN								
SHEET NO.								
15 OF 57								



NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST
 - STEEL TRUSS INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE
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 (APPROX. 2.5 MILE INTERVALS).
 LADDER ACCESS TO VIADUCTS IS
 PROVIDED AT 2500 FT INTERVALS
 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'



						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	R
						CHECKED BY	DE
						A. ARMSTRONG	
						IN CHARGE R. COFFIN	Ι,
							•
REV	DATE	BY	СНК	APP	DESCRIPTION	12/31/13	

RECORD SET 15%
DESIGN SUBMISSION
NOT FOR
CONSTRUCTION



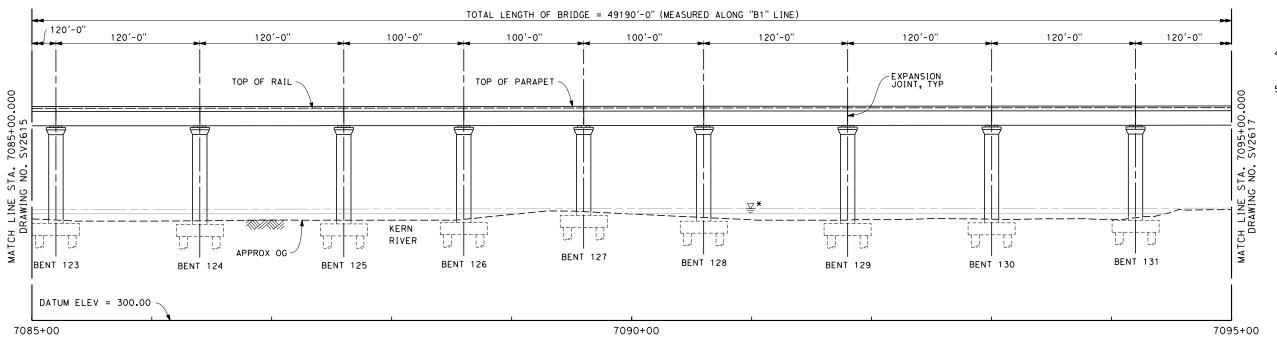


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION
ALIGNMENT B1
BAKERSFIELD VIADUCT
PLAN AND ELEVATION

CONTRACT N	0.
HSR	06-0003
DRAWING NO.	
S	V2615
SCALE	
AS	SHOWN
CHEET NO	

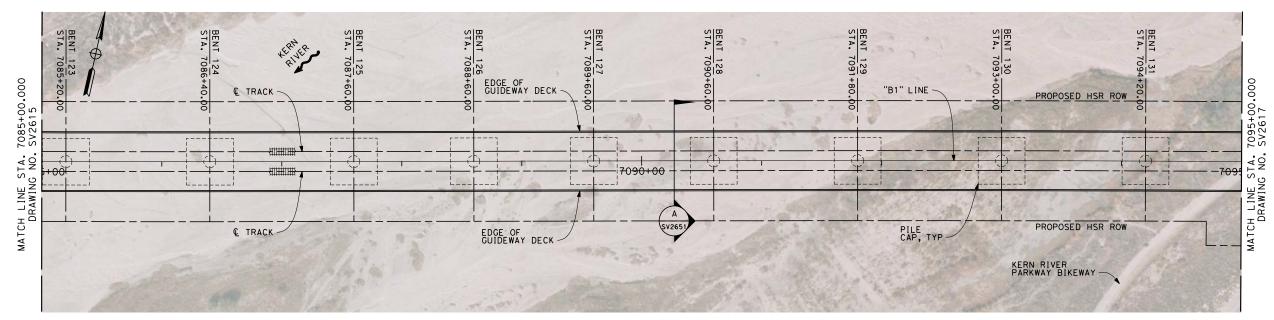
TOP OF RAIL "B1" LINE



<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT PLAN AND ELEVATION

40	Q	40	80
I''=40'			

						M. FISHER	
						DRAWN BY F. PALERMO	RECORD SET 15%
						CHECKED BY	DESIGN SUBMISSION
						A. ARMSTRONG IN CHARGE	NOT FOR
						R. COFFIN	CONSTRUCTION
REV	DATE	BY	СНК	APP	DESCRIPTION	12/31/13	

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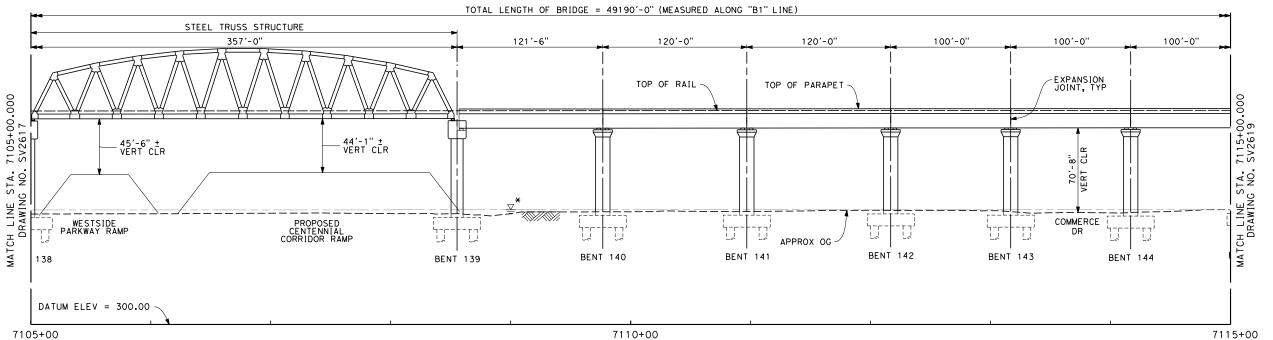
HSR 06-0003 SV2616 AS SHOWN

12/31/13

DATE

BY CHK APP

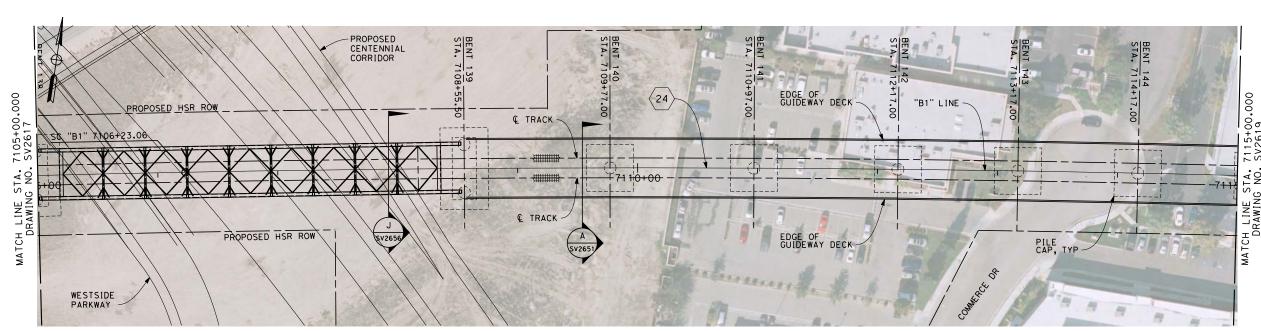
DESCRIPTION



<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



PLAN SCALE 1" = 40'

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 19508.25'

 $\Delta = 07^{\circ} 51'31.2"$

T = 1340.0'

L = 2675.7'



v								
/7							DESIGNED BY M. FISHER	
0							DRAWN BY	RECORD SET 15% Design Submission
= e							CHECKED BY A. ARMSTRONG	-
y.yc							IN CHARGE R. COFFIN	NOT FOR CONSTRUCTION
ıra	REV	DATE	BY	СНК	APP	DESCRIPTION	DATE 12/31/13	

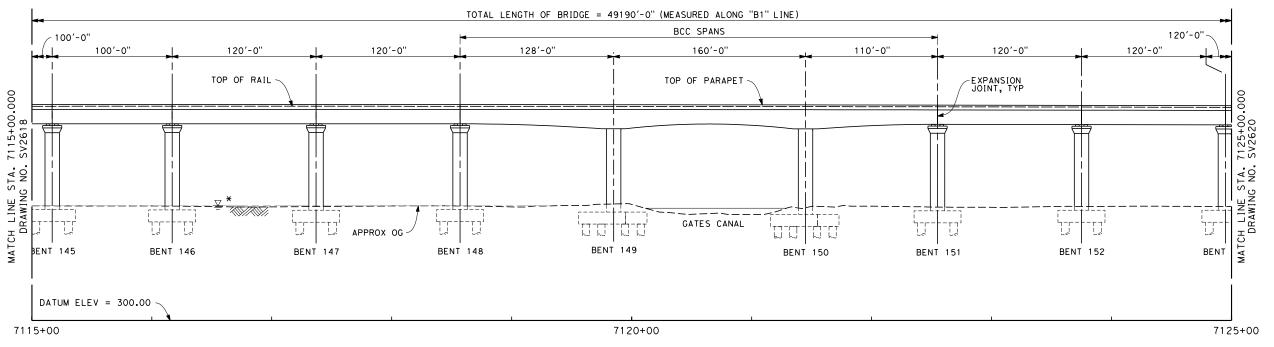




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT PLAN AND ELEVATION

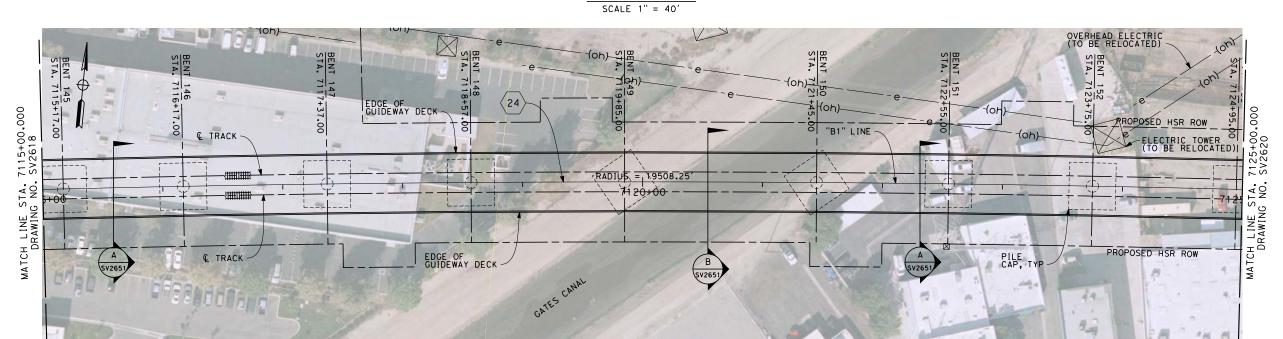
CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2618
SCALE
AS SHOWN



<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



- R = 19508.25'
- $\Delta = 07^{\circ} 51'31.2"$
- T = 1340.0'
- L = 2675.7'



PLAN SCALE 1" = 40'

RECORD SET 15% DESIGN SUBMISSION NOT FOR CONSTRUCTION

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

DATE

BY CHK APP

DESCRIPTION

CHECKED BY
A. ARMSTRONG

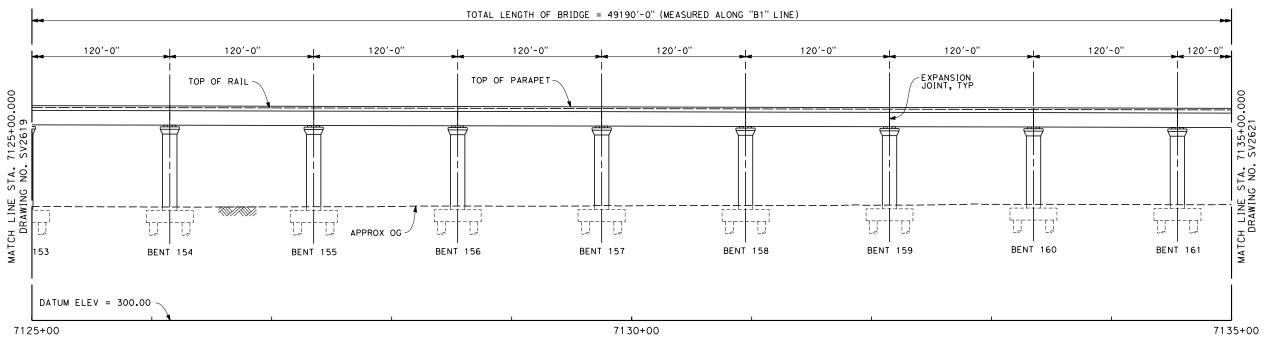
12/31/13





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

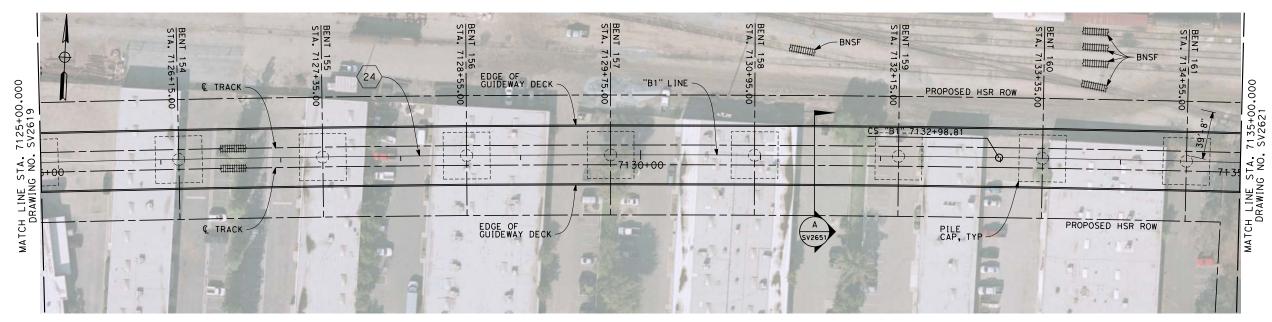
CONTRACT N	o. 06-0003				
DRAWING NO.					
S'	V2619				
SCALE					
AS	SHOWN				
SHEET NO.					
20	OF 57				



<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
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ELEVATION SCALE 1" = 40'



PLAN SCALE 1" = 40'

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 19508.25'

 $\Delta = 07^{\circ} 51'31.2"$

T = 1340.0'

L = 2675.7'



ú							
Ĵ.						DESIGNED BY M. FISHER	
2						DRAWN BY	RECORD SET 15% Design Submission
<u> </u>						CHECKED BY A. ARMSTRONG	
-						IN CHARGE R. COFFIN	NOT FOR Construction
REV	DATE	BY	СНК	APP	DESCRIPTION	DATE 12/31/13	

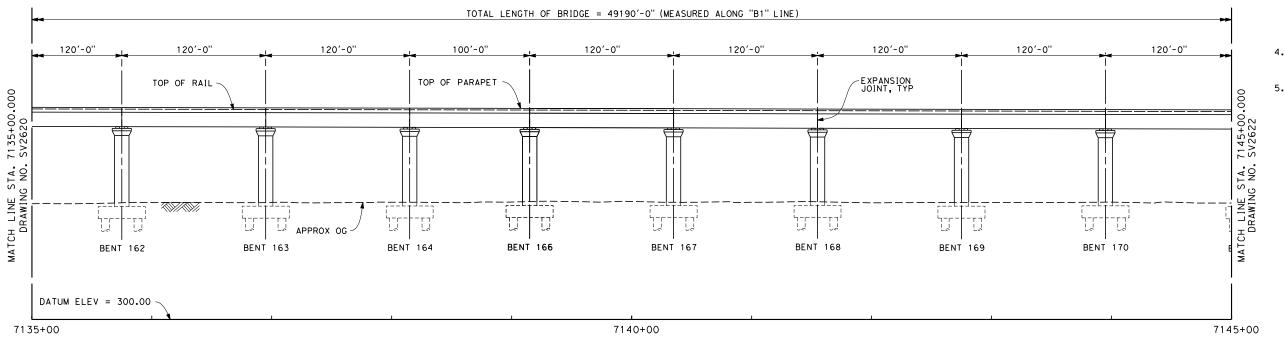




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

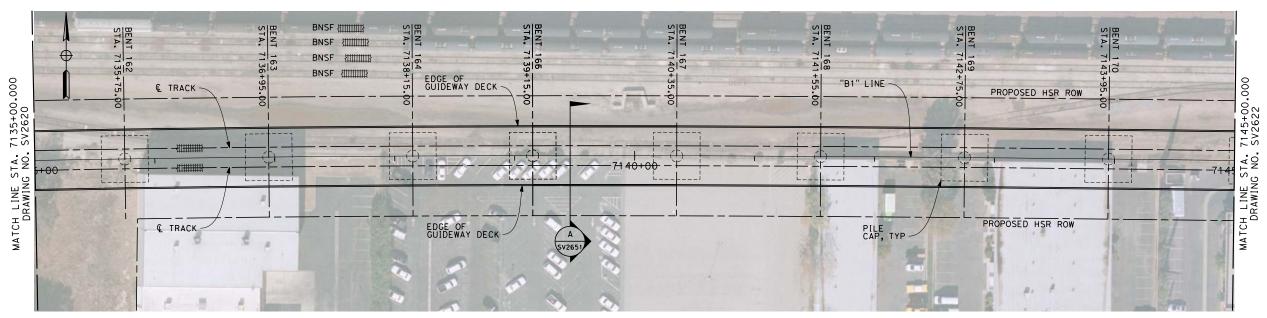
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SCALE			
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SHEET	NO.		
	21	OF	57





- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
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ELEVATION SCALE 1" = 40'



PLAN SCALE 1" = 40'

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

		DESIGNED BY	

DESCRIPTION

DATE

BY CHK APP

DRAWN BY F. PALERMO RECORD SET 15% ESIGN SUBMISSION CHECKED BY
A. ARMSTRONG NOT FOR CHARGE CONSTRUCTION

12/31/13

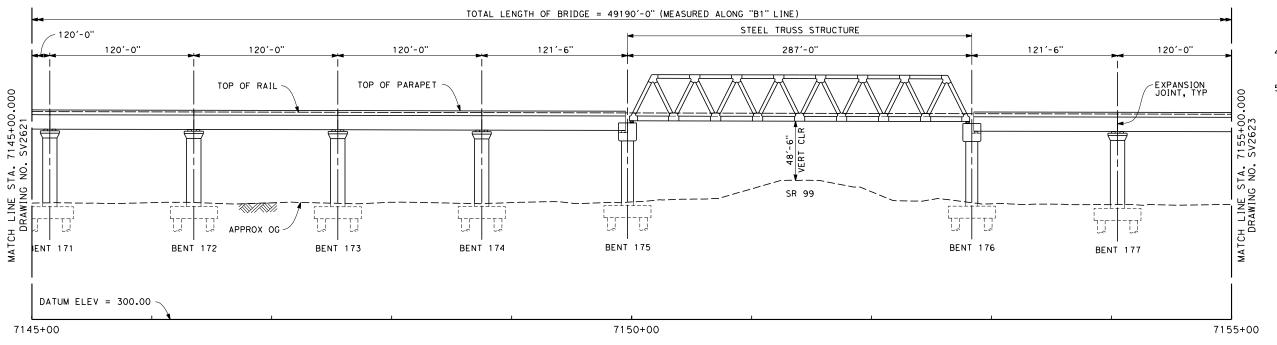




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

CONTRACT NO. HSR 06-0003				
DRAWING NO. SV2621				
SCALE AS SHOWN				
SHEET NO. 22 OF 57				

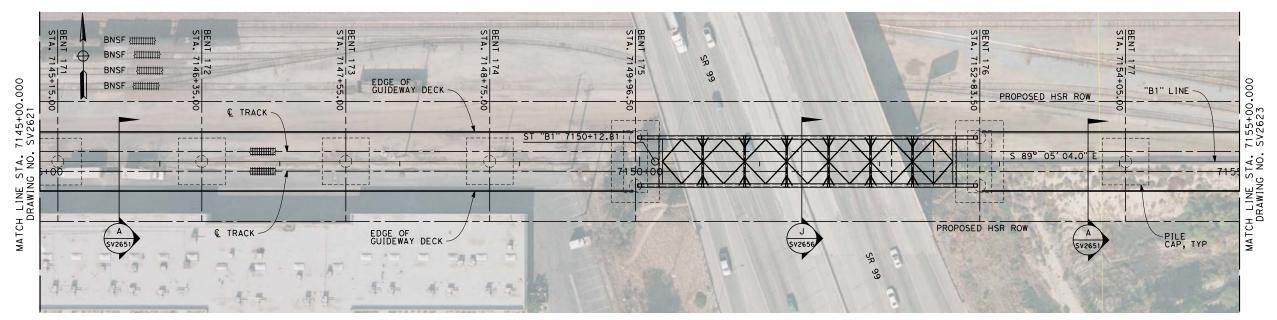




<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST
 - STEEL TRUSS INSITU, SLID
 OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
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 LADDER ACCESS TO VIADUCTS IS
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 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

40	0	40	80
I''=40'			

						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	RI
						CHECKED BY	DE
						A. ARMSTRONG IN CHARGE	l
						R. COFFIN	(
REV	DATE	ВΥ	СНК	APP	DESCRIPTION	12/31/13	

RECORD SET 15%
ESIGN SUBMISSION
NOT FOR
CONSTRUCTION



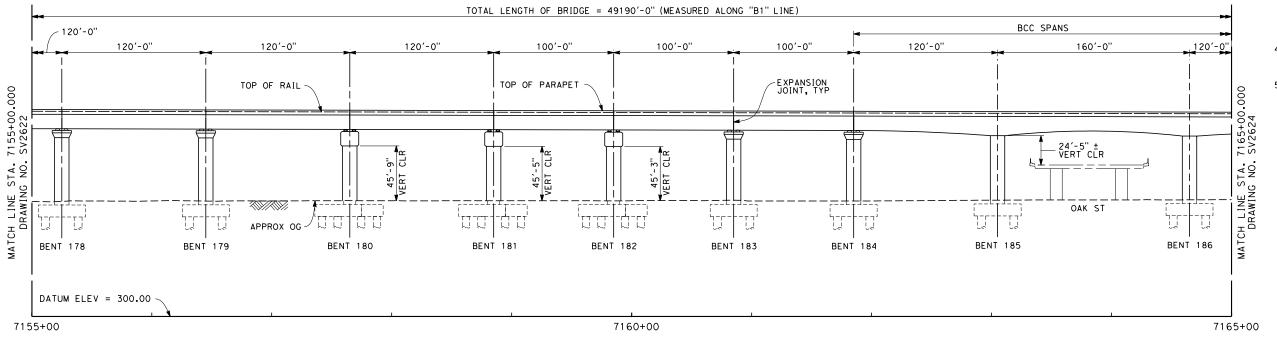


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION
ALIGNMENT B1
BAKERSFIELD VIADUCT
PLAN AND ELEVATION

	CONTR H		o. 06-0003		
	DRAWING NO. SV2622				
	SCALE	AS	SHOWN		
	SHEET	NO			

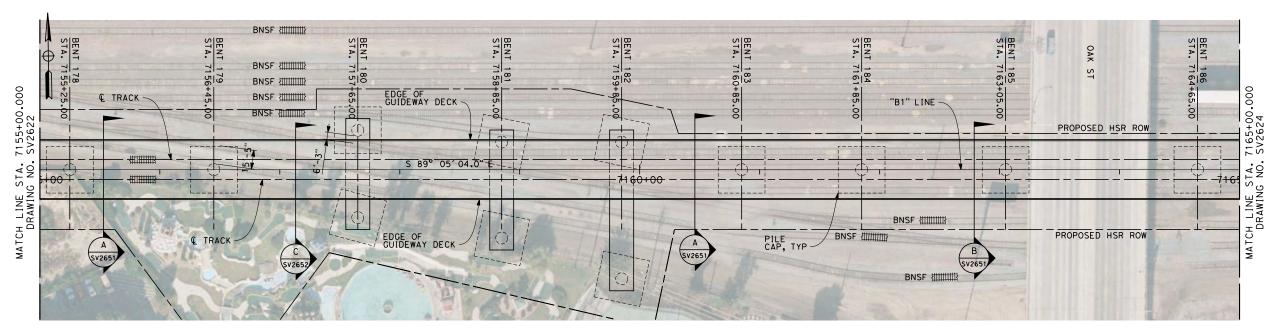




<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST
 - STEEL TRUSS INSITU, SLID
 OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
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- 5. ACCESS STAIRWAYS ARE
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 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

SCALE 1" = 40'



LEGEND:

- 1 STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

1"=40'

						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	֡֡֓֞֓֞֓֞֞֞֞֞֞֓֞֓֓֓֞֞֞֞֞֡֓֓֓֓֡֓֡֡֡֡֡֡֡֡֡
						CHECKED BY A. ARMSTRONG	֓֓֓֟֟֓֓֓֟֟֓֓֓֟֟֓֓֓֟֟֓֓֟֟֓֓֓֟֟֓֓֓֟֟֓֓֓
						IN CHARGE R. COFFIN	
REV	DATE	BY	СНК	APP	DESCRIPTION	12/31/13	

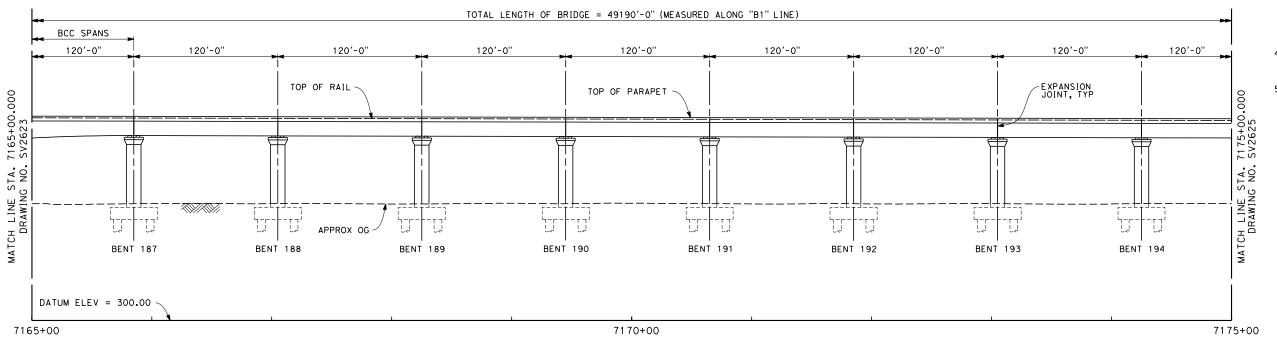
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LESIGN SUBMISSION
NOT FOR
CONSTRUCTION





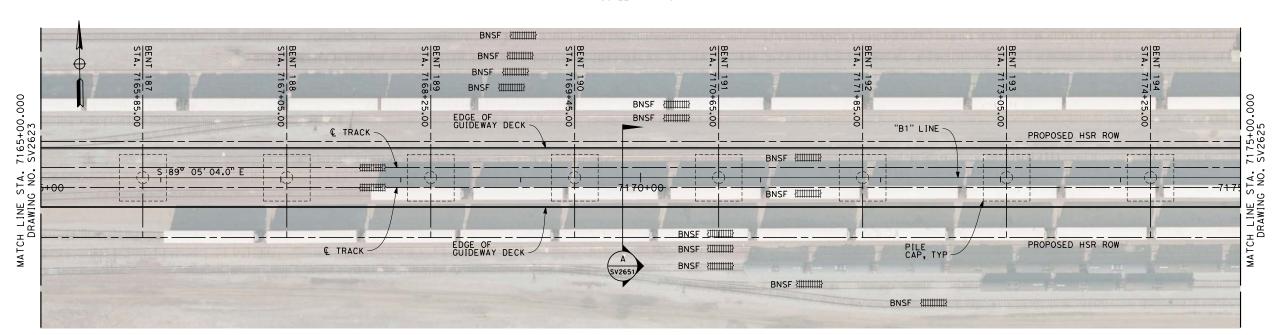
CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2623
SCALE
AS SHOWN
SHEET NO.
24 OF 57



- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

REV DATE BY CHK APP DESCRIPTION	DESIGNED BY M. FISHER DRAWN BY F. PALERMO CHECKED BY A. ARMSTRONG IN CHARGE R. COFFIN DATE 12/31/13	RECORD SET 15% DESIGN SUBMISSION - NOT FOR CONSTRUCTION
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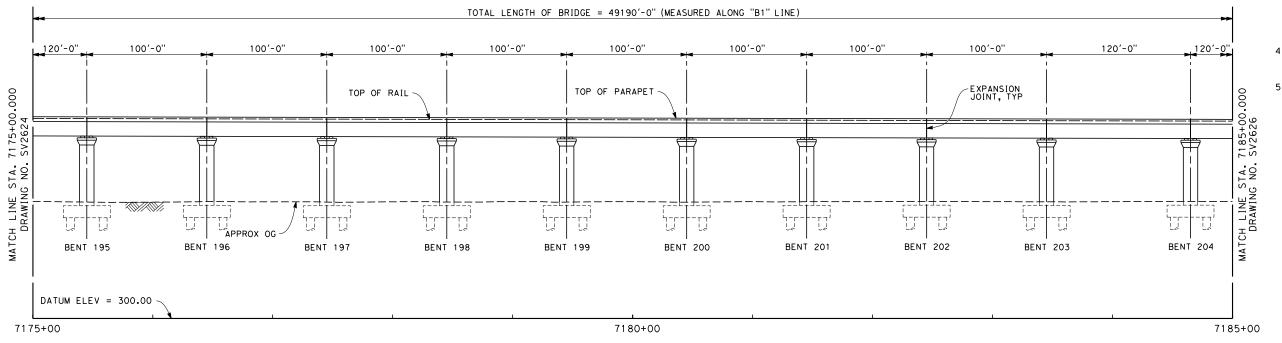




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

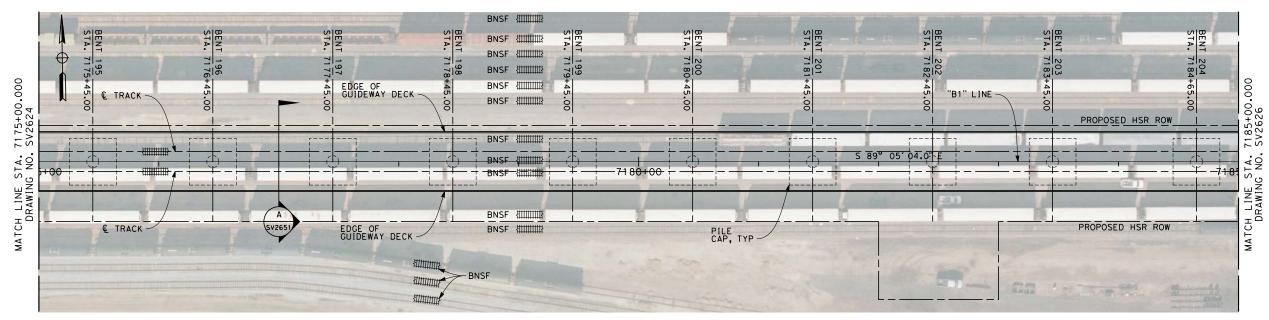
CONTRACT NO. HSR 06-0003
DRAWING NO.
SCALE
AS SHOWN
SHEET NO. 25 OF 57





- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
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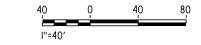
ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'



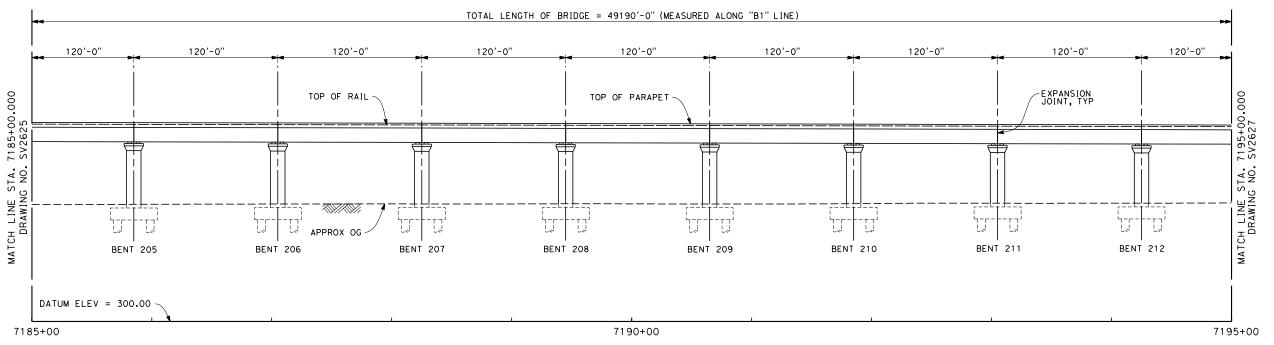
						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	RECORD SET 15%
						CHECKED BY	DESIGN SUBMISSION -
						IN CHARGE	NOT FOR
						R. COFFIN	CONSTRUCTION
REV	DATE	BY	СНК	APP	DESCRIPTION	12/31/13	





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

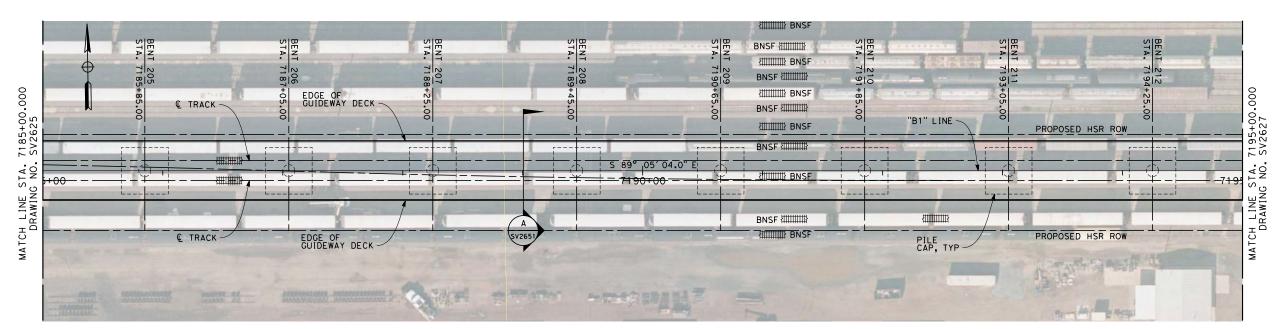
CONTRACT N	0.
HSR	06-0003
DRAWING NO.	
S'	V2625
SCALE	
AS	SHOWN
SHEET NO.	
26	OF 57



<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1 STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'



						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	RI
						CHECKED BY A. ARMSTRONG	[[
						IN CHARGE R. COFFIN] ،
REV	DATE	ВΥ	СНК	APP	DESCRIPTION	12/31/13	

RECORD SET 15% URS HMM ARUP SIGN SUBMISSION CONSTRUCTION

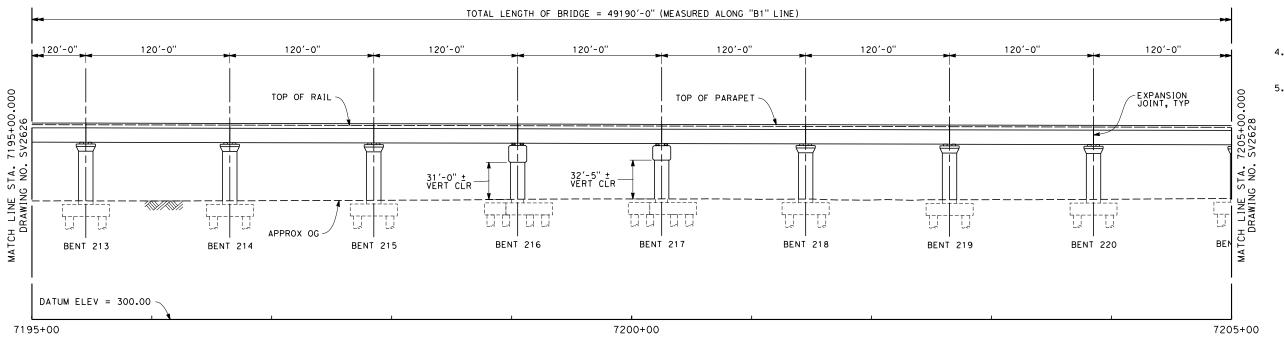
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CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

CONTRACT HSF			0003	
DRAWING	NO.			
	S١	/262	26	
SCALE				
А	S	SHO	NWC	
SHEET NO	٠.			
2	7	OF	57	





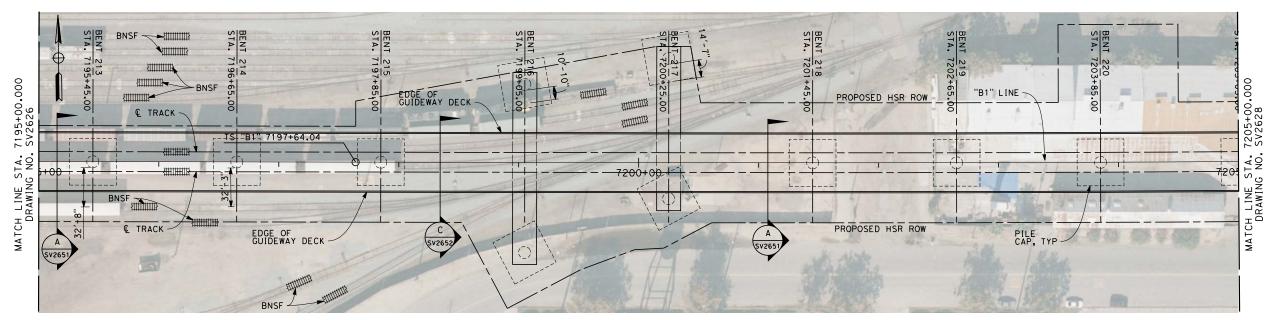
<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

						DESIGNED BY M. FISHER	
						DRAWN BY	֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓
						CHECKED BY A. ARMSTRONG	│ ₽⋿
						IN CHARGE R. COFFIN	
REV	DATE	ВΥ	СНК	APP	DESCRIPTION	DATE 12/31/13	

RECORD SET 15% URS HMM ARUP ESIGN SUBMISSION CONSTRUCTION

NOT FOR



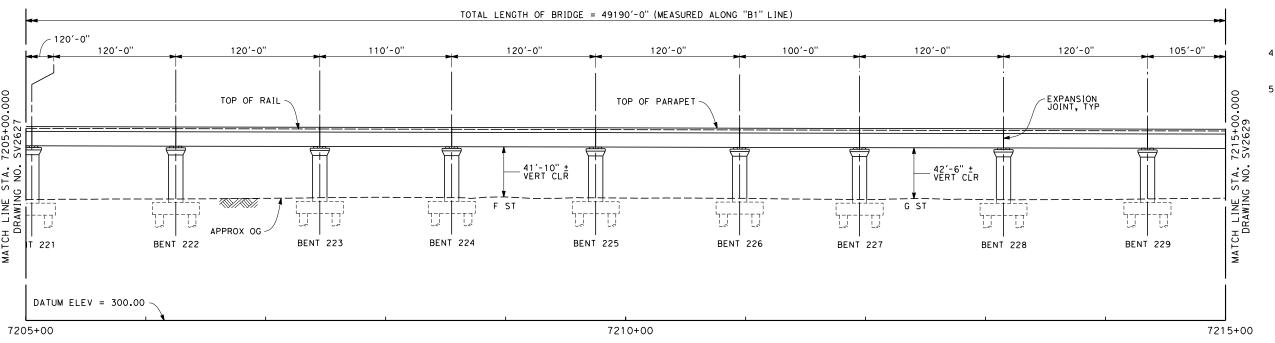


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT PLAN AND ELEVATION

CONTRACT NO. HSR 06-0003
DRAWING NO.
SV2627
SCALE
AS SHOWN
CHEET NO

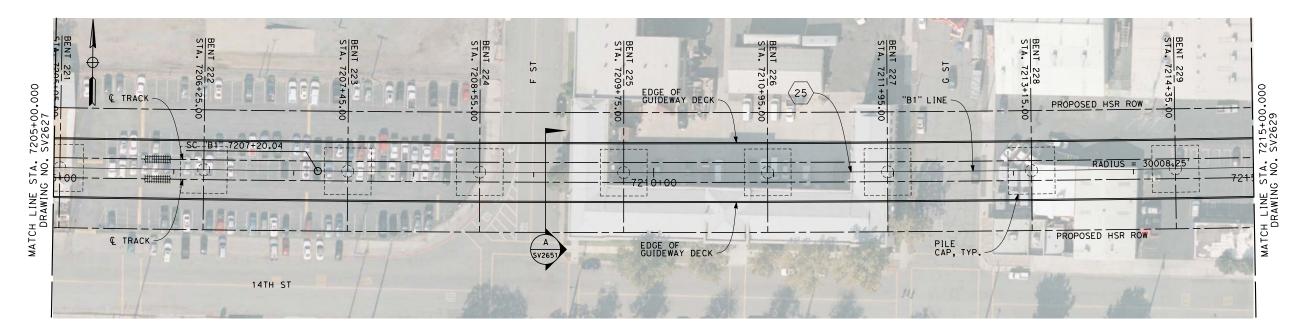




NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS- BCC PRECAST
 - STEEL TRUSS INSITU, SLID
 OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE
 PROVIDED AT SYSTEMS SITES
 (APPROX. 2.5 MILE INTERVALS).
 LADDER ACCESS TO VIADUCTS IS
 PROVIDED AT 2500 FT INTERVALS
 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1 STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



- R = 30008.25'
- $\Delta = 02^{\circ} 27'55.4"$
- T = 645.7'
- L = 1291.2

40 0 40 80

PLAN SCALE 1" = 40'

RECORD SET 15%
DESIGN SUBMISSION
NOT FOR
CONSTRUCTION

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

CHECKED BY
A. ARMSTRONG

12/31/13





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION
ALIGNMENT B1
BAKERSFIELD VIADUCT
PLAN AND ELEVATION

	CONTRACT NO. HSR 06-0003
ı	DRAWING NO.
	SV2628
ı	SCALE
	AS SHOWN
ı	SHEET NO.

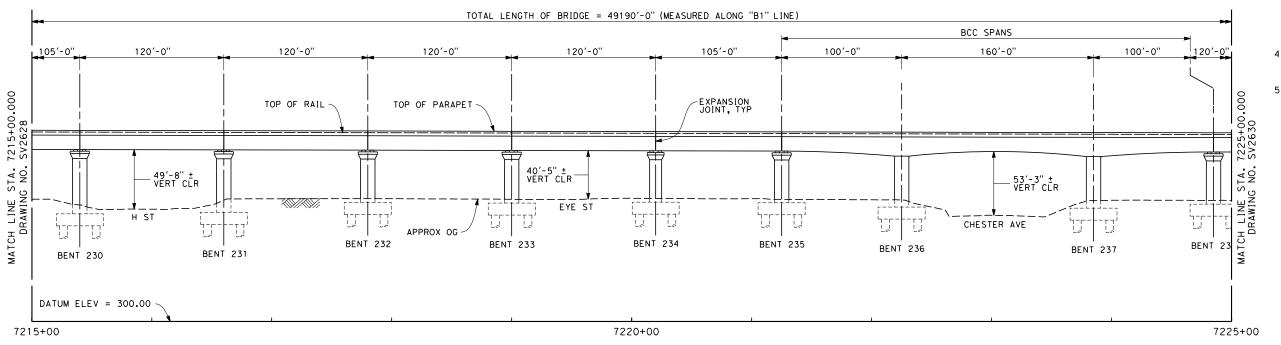
29 OF 57

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DATE

BY CHK APP

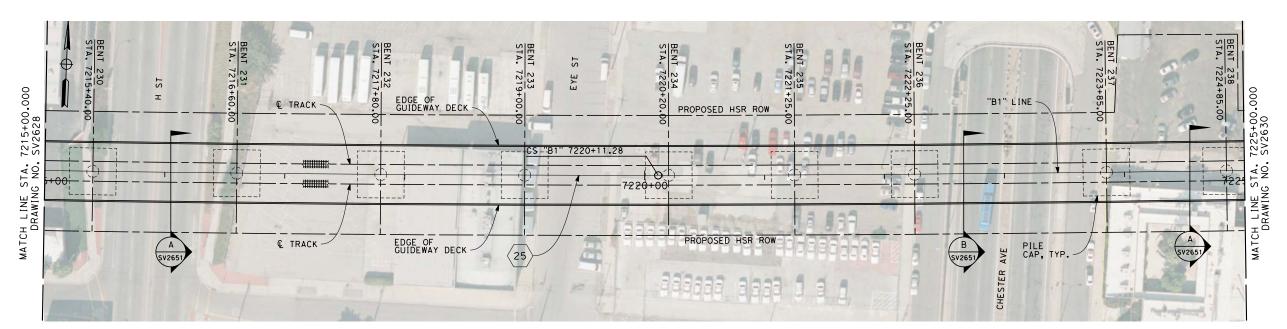
DESCRIPTION



NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST
 - STEEL TRUSS INSITU, SLID
 OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE
 PROVIDED AT SYSTEMS SITES
 (APPROX. 2.5 MILE INTERVALS).
 LADDER ACCESS TO VIADUCTS IS
 PROVIDED AT 2500 FT INTERVALS
 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



- R = 30008.25'
- $\Delta = 02^{\circ} 27' 55.4''$
- T = 645.7'
- L = 1291.2'

40 0 40 80

PL	A	N	
SCALE	1"	=	40'

RECORD SET 15% Design Submission	
-	4
NOT FOR	7
CONSTRUCTION	

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

DATE

BY CHK APP

DESCRIPTION

CHECKED BY
A. ARMSTRONG

12/31/13

URS HMM ARUP

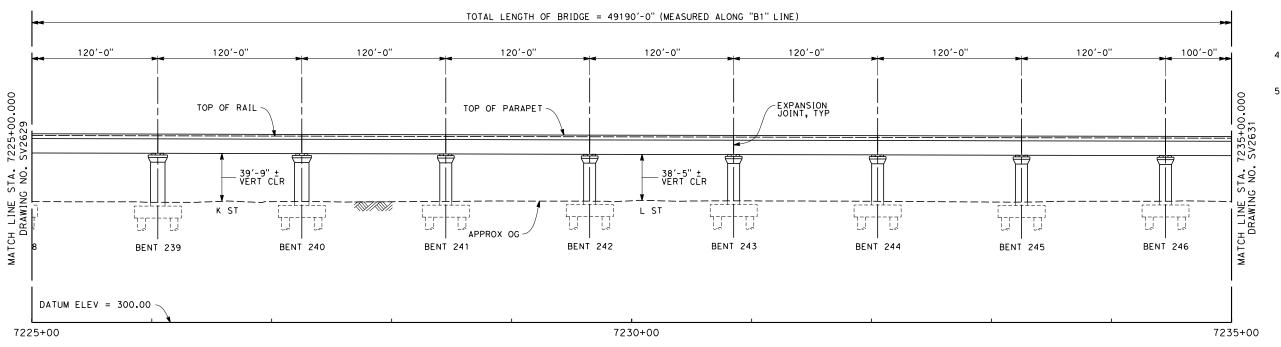


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION
ALIGNMENT B1
BAKERSFIELD VIADUCT
PLAN AND ELEVATION

	CONTRACT NO. HSR 06-0003
ı	DRAWING NO.
	SV2629
	SCALE
	AS SHOWN
ı	SHEET NO.



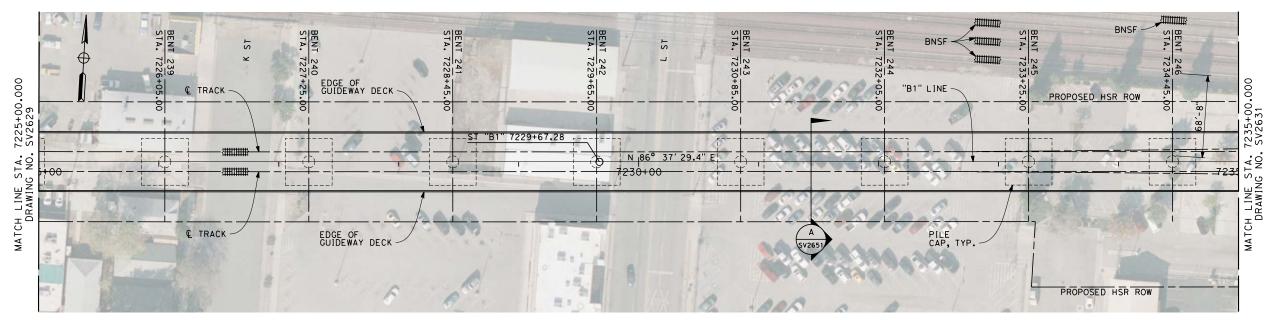


<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'



J								
2							DESIGNED BY M. FISHER	
2							DRAWN BY	RI
= D							CHECKED BY A. ARMSTRONG	DES
5							IN CHARGE	١.
5							R. COFFIN	۱°
=	REV	DATE	ВΥ	CHK	APP	DESCRIPTION	12/31/13	

RECORD SET 15% URS HMM ARUP SIGN SUBMISSION CONSTRUCTION

NOT FOR



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

CONTRACT N							
HSR	06-0003						
DRAWING NO.							
S	V2630						
SCALE							
AS	SHOWN						
SHEET NO.							
31	OF 57						

12/31/13

DATE

BY CHK APP

DESCRIPTION

HIGH-SPEED RAIL AUTHORITY

PLAN AND ELEVATION

12/31/13

DATE

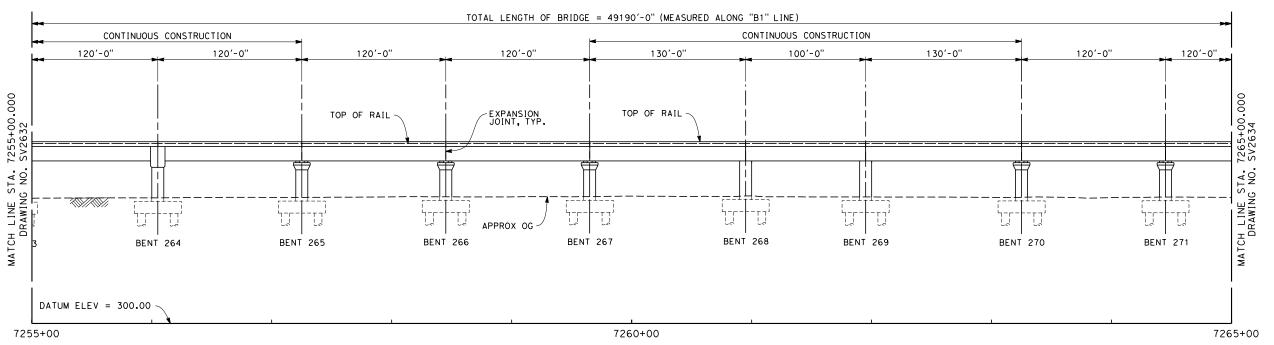
BY CHK APP

DESCRIPTION

PLAN AND ELEVATION

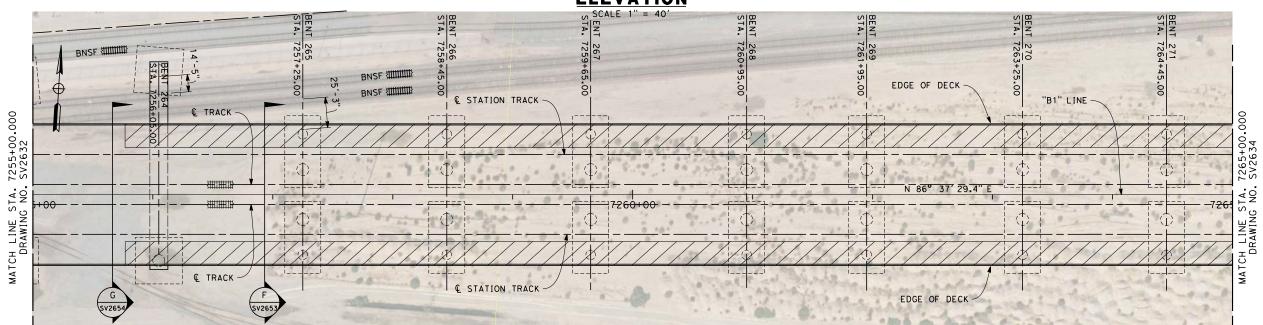
0.000 %

TOP OF RAIL "B1" LINE



<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.



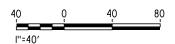
ELEVATION

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN

SCALE 1" = 40'



						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	ا_[
						CHECKED BY A. ARMSTRONG	P
						IN CHARGE R. COFFIN	1
REV	DATE	ВΥ	СНК	APP	DESCRIPTION	DATE 12/31/13	

RECORD SET 15% ESIGN SUBMISSION NOT FOR CONSTRUCTION





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT PLAN AND ELEVATION

CONTRACT NO. HSR 06-0003							
DRAWING NO.							
SV2633							
SCALE							
AS SHOWN							
CHEET NO							

12/31/13

DATE

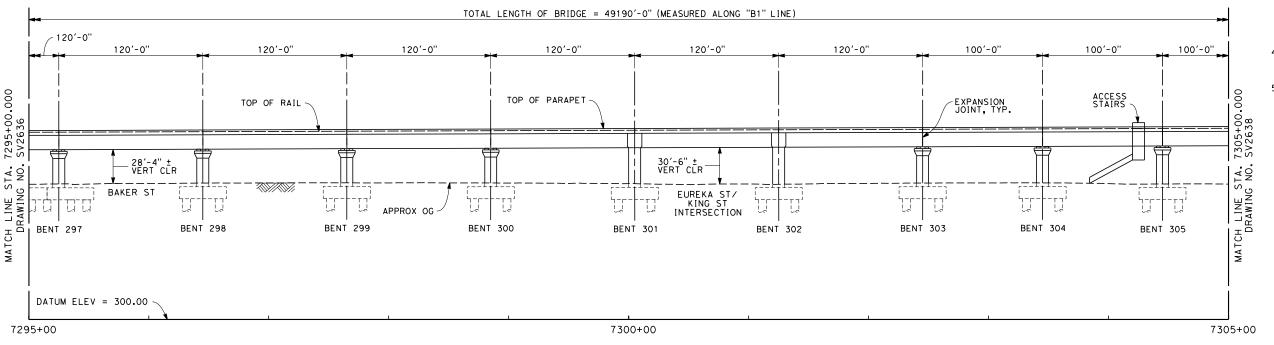
BY CHK APP

DESCRIPTION

PLAN AND ELEVATION

<u>NOTES</u> EVC 7282+17.39 BVC 7272+17.39 1. NOT ALL PILES SHOWN ELEV 450.00 ELEV 451.68 2. PILE LENGTH TO BE DETERMINED 1000' VC R/C = 0.034% /STA 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST TOP OF RAIL "B1" LINE STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND TOTAL LENGTH OF BRIDGE = 49190'-0" (MEASURED ALONG "B1" LINE) INSITU SLAB CONTINUOUS CONSTRUCTION CONTINUOUS CONSTRUCTION 140'-0" 120'-0" 4. UTILITY LOCATIONS TO BE 130'-0" 120'-0" 120'-0" 120'-0" 120'-0" 120'-0" DETERMINED 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES TOP OF PARAPET EXPANSION JOINT, TYP TOP OF RAIL -(APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY. 25'-0" VERT CLR MATCH LINE STA. DRAWING NO. INYO ST APPROX OG BENT 285 BENT 281 BENT 283 BENT 286 **BENT 287** BENT 288 BENT 282 **BENT 284** DATUM ELEV = 300.00 7275+00 7280+00 7285+00 **ELEVATION** SCAHE 1" = 40' BENT 282 STA. 7277 BENT 288 STA. 7284+65.0 BENT 281 STA. 7276 BENT 285 STA. 7281 57 LEGEND: (1) STRUCTURE APPROACH SLAB EDGE OF GUIDEWAY DECK ~ ROAD TO BE CLOSED "B1" LINE € TRACK -& STATION TRACK & STORAGE TRACK -2 RETAINING WALL * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO 15-5" BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT". CHICO ST N 86° 37′ 29.4" E -728 71280+00 PILE CAP, TYP -PROPOSED HSR ROW € TRACK -& STATION TRACK & STORAGE TRACK EDGE OF GUIDEWAY DECK -H \$v2655 **PLAN** SCALE 1" = 40' DESIGNED BY M. FISHER CALIFORNIA HIGH-SPEED TRAIN PROJECT HSR 06-0003 DRAWN BY F. PALERMO RECORD SET 15% FRESNO TO BAKERSFIELD DESIGN SUBMISSION URS HMM ARUP SV2635 BAKERSFIELD URBAN SUBSECTION CHECKED BY
A. ARMSTRONG ALIGNMENT B1 NOT FOR CHARGE **CALIFORNIA** AS SHOWN CONSTRUCTION BAKERSFIELD VIADUCT HIGH-SPEED RAIL AUTHORITY HEET NO. 36 OF 57 PLAN AND ELEVATION 12/31/13 DATE BY CHK APP DESCRIPTION

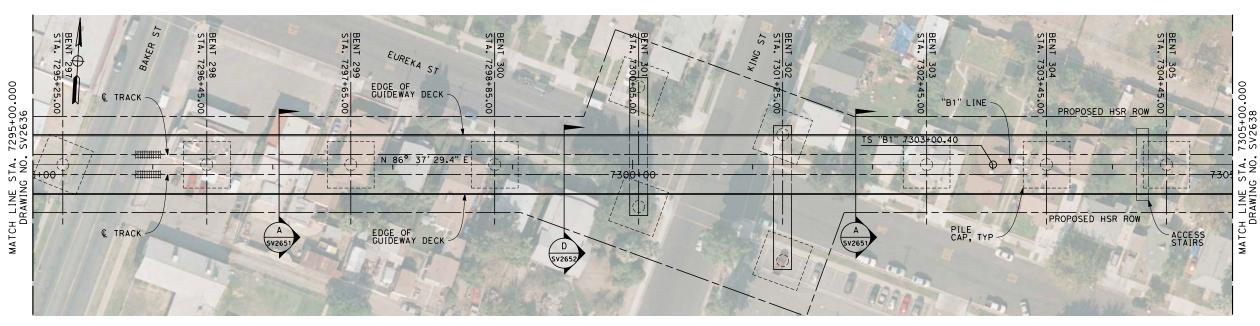




<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

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ì							DESIGNED BY M. FISHER	
2							DRAWN BY F. PALERMO	R
= D							CHECKED BY A. ARMSTRONG	DES
9							IN CHARGE	١,
5							R. COFFIN	l '
:	REV	DATE	BY	СНК	APP	DESCRIPTION	12/31/13	

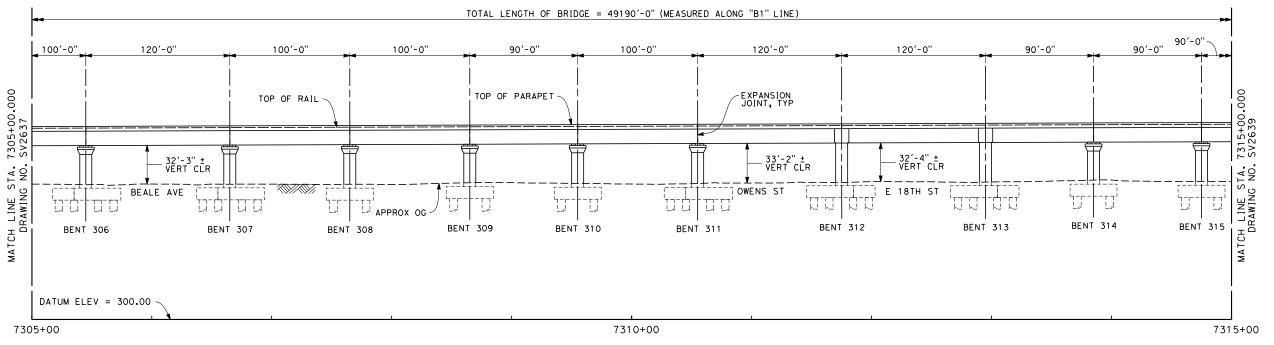


NOT FOR



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

CONTRA			0003				
DRAWING NO.							
	S١	/263	37				
SCALE							
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SHEET	NO.						
	38	OF	57				



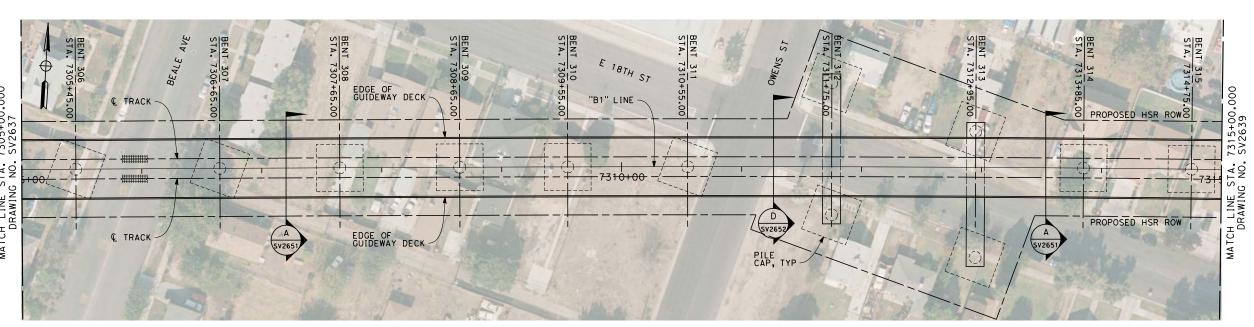
<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'



						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	RECORD SET 15%
						CHECKED BY A. ARMSTRONG	DESIGN SUBMISSION
						IN CHARGE	NOT FOR
						R. COFFIN	CONSTRUCTION
REV	DATE	BY	СНК	APP	DESCRIPTION	12/31/13	

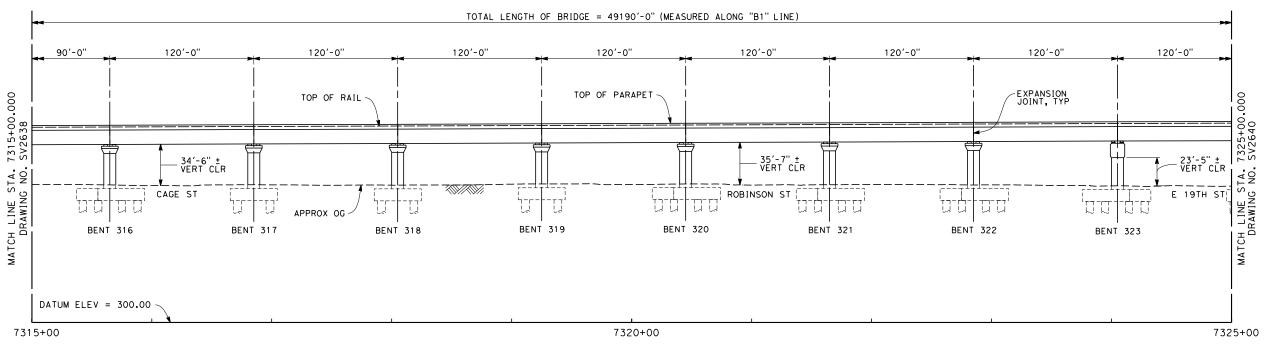




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

	CONTRACT NO							
	HSR 06-0003							
	SV2638							
	SCALE							
	AS	SHOWN						
	SHEET NO.							
	39	OF 57						

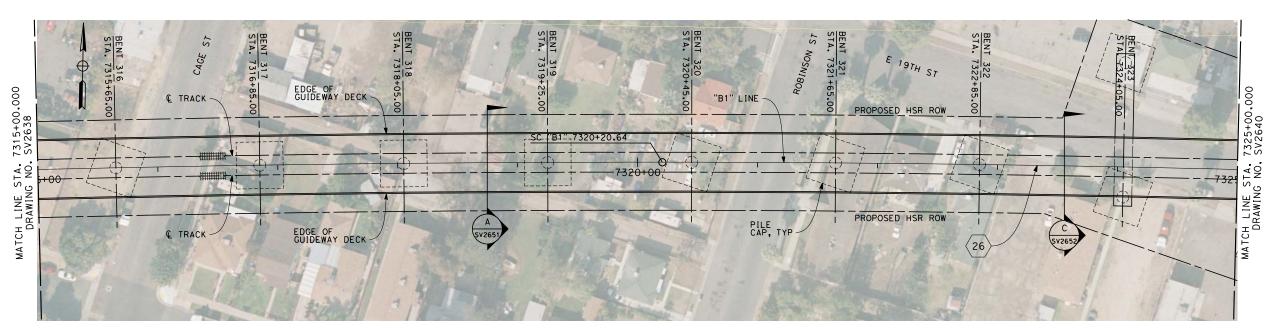
NO SCALE



NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST
 - STEEL TRUSS INSITU, SLID
 OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE
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 LADDER ACCESS TO VIADUCTS IS
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 WITH ACCESS ROAD AND TURNING
 CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 20008.34'

 $\Delta = 15^{\circ} 18' 48.5''$

T = 2689.9'

L = 5347.6'

0 0 40 80

PLAN SCALE 1" = 40'

				DESIGNED BY M. FISHER DRAWN BY F. PALERMO	RECORD SET 15% Design Submission
				CHECKED BY A. ARMSTRONG IN CHARGE	NOT FOR
Bv	CUE	ADD	OF COURTINA	R. COFFIN	CONSTRUCTION

DATE

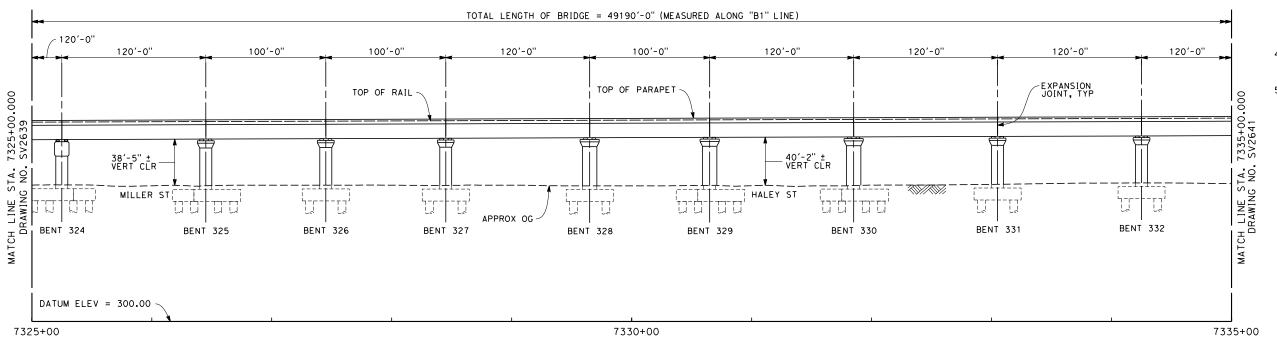




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

CONTR			0003					
	DRAWING NO. SV2639							
SCALE	AS	SHO	OWN					
SHEET		OF	57					

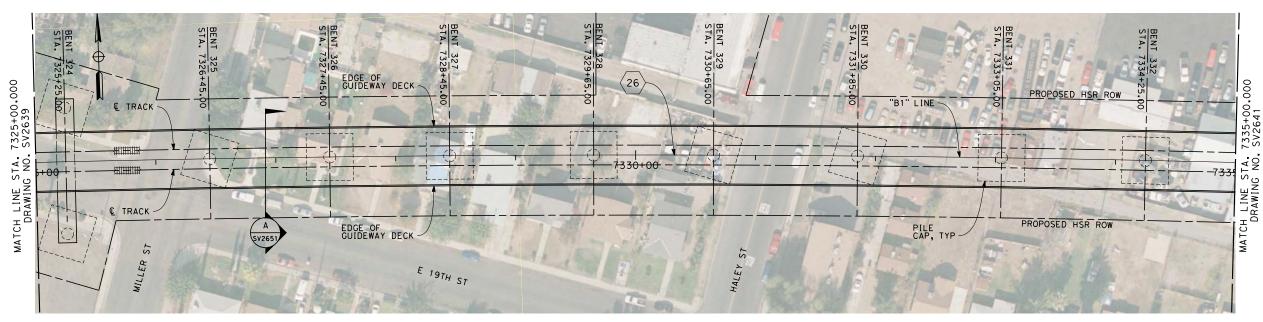




<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



PLAN SCALE 1" = 40'

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



- R = 20008.34'
- $\Delta = 15^{\circ} 18' 48.5''$
- T = 2689.9'
- L = 5347.6'

40	Q	40	80
l''=40'			

						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO] <u> </u>
						CHECKED BY A. ARMSTRONG	DE
						IN CHARGE R. COFFIN	1
REV	DATE	BY	СНК	APP	DESCRIPTION	DATE 12/31/13	
IVE V	DATE		CHK	A' '	DESCRIPTION	12/31/13	

RECORD SET 15% ESIGN SUBMISSION

NOT FOR

CONSTRUCTION

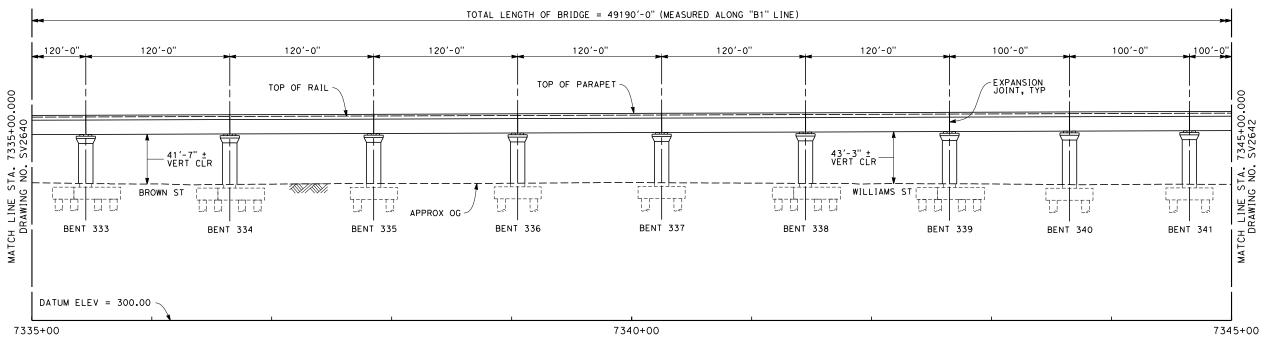




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT PLAN AND ELEVATION

CONTRACT NO. HSR 06-0003					
DRAWING NO.					
SV2640					
SCALE					
AS SHOWN					
SHEET NO					

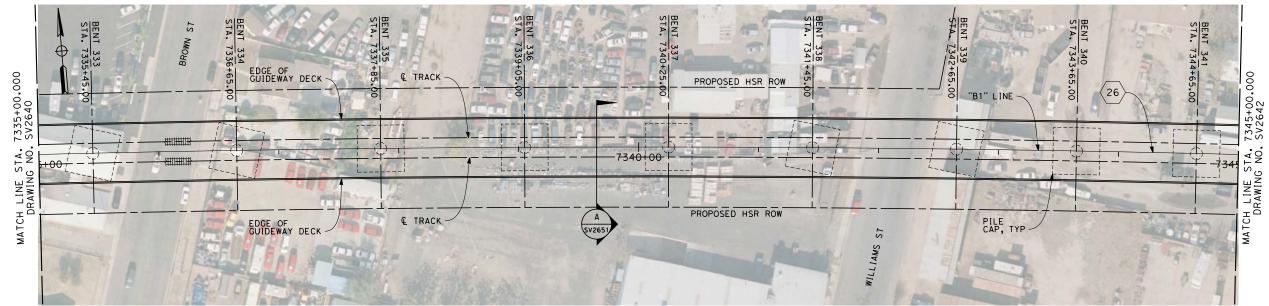


<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



PLAN SCALE 1" = 40'

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 20008.34'

 $\Delta = 15^{\circ} 18' 48.5''$

T = 2689.9'

L = 5347.6'



V								
7							DESIGNED BY M. FISHER	
2							DRAWN BY	
							CHECKED BY A. ARMSTRONG	ן"
<u>.</u>							IN CHARGE R. COFFIN	1
5	REV	DATE	ВΥ	СНК	APP	DESCRIPTION	DATE 12/31/13	

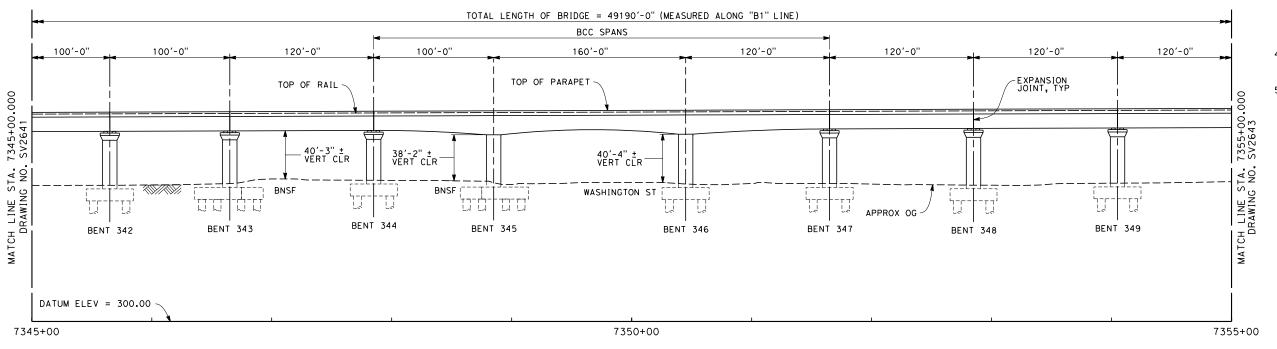
RECORD SET 15% ESIGN SUBMISSION NOT FOR CONSTRUCTION





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

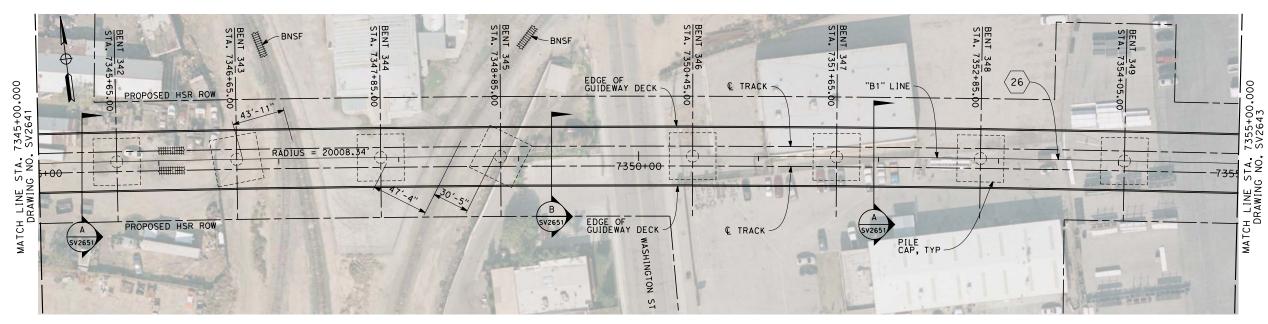
CONTRACT NO. HSR 06-0003						
DRAWING NO.						
S	V2641					
SCALE						
AS	SHOWN					
SHEET NO.						
42	OF 57					



<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



PLAN SCALE 1" = 40'

LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 20008.34'

 $\Delta = 15^{\circ} 18'48.5''$

T = 2689.9'

L = 5347.6'



						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	RECORD SET 15% Design submission
-						CHECKED BY A. ARMSTRONG	-
-						IN CHARGE R. COFFIN	NOT FOR Construction
REV	DATE	ВΥ	СНК	APP	DESCRIPTION	12/31/13	

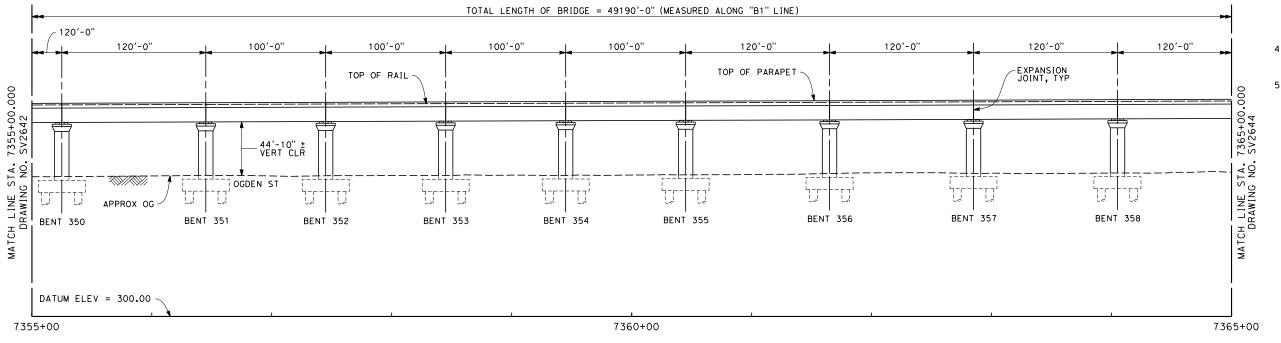




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

CONTRACT			0003		
DRAWING NO. SV2642					
SCALE A	S	SHO	NWC		
SHEET NO		OF	57		
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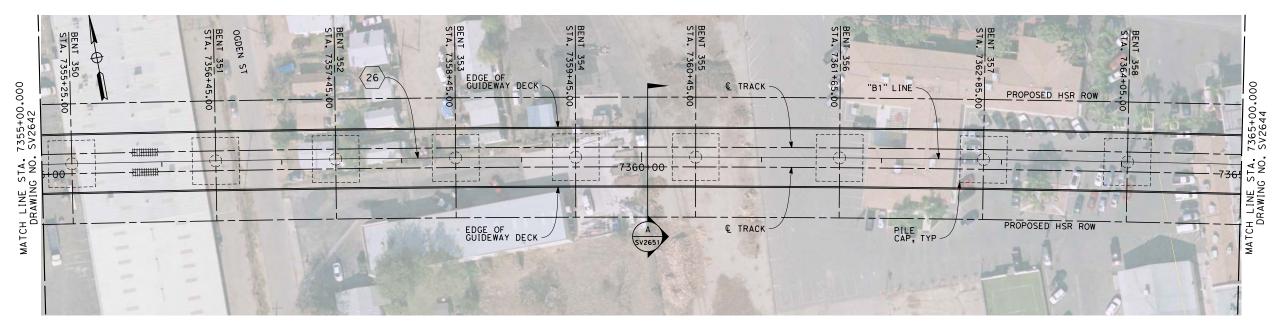


<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
 - ELEVATED SLABS PC BEAM AND INSITU SLAB
- 4. UTILITY LOCATIONS TO BE DETERMINED
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

ELEVATION

SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 20008.34'

 $\Delta = 15^{\circ}18'48.5''$

T = 2689.9'

L = 5347.6'



PLAN SCALE 1" = 40'

						DESIGNED BY M. FISHER	
						DRAWN BY	RECORD SET 15%
						CHECKED BY	DESIGN SUBMISSION -
						A. ARMSTRONG IN CHARGE	NOT FOR
						R. COFFIN	CONSTRUCTION
I	DATE	ВΥ	СНК	APP	DESCRIPTION	DATE 12/31/13	

URS HMM ARUP



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

CONTRACT NO.									
HSR	06-0003								
DRAWING NO									
SV2643									
SCALE									
AS	SHOWN								
SHEET NO.									
44	OF 57								

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - INSITU, SLID OR LAUNCHED ELEVATED SLABS - PC BEAM AND

INSITU SLAB

- 4. UTILITY LOCATIONS TO BE
- 5. ACCESS STAIRWAYS ARE PROVIDED AT SYSTEMS SITES (APPROX. 2.5 MILE INTERVALS). LADDER ACCESS TO VIADUCTS IS PROVIDED AT 2500 FT INTERVALS WITH ACCESS ROAD AND TURNING CIRCLE WHERE NECESSARY.

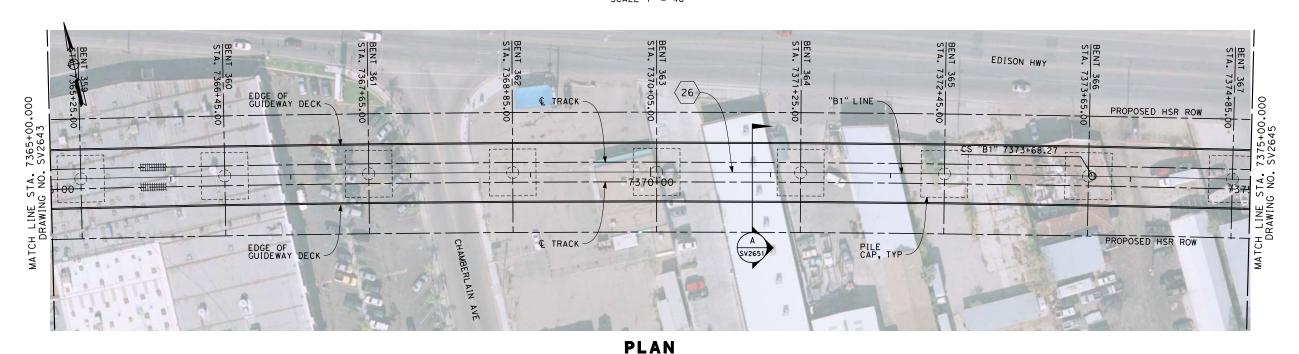
ELEVATION SCALE 1" = 40'

7370+00

BENT 363

BENT 364

BENT 365



SCALE 1" = 40'

LEGEND:

BENT 36

7375+00

BENT 366

- 1 STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

CURVE DATA



R = 20008.34'

 $\Delta = 15^{\circ}18'48.5''$

T = 2689.9'

L = 5347.6'

RECORD SET 15%

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

CHAMBERLAIN AVE

BENT 362

APPROX OG -

BENT 361

DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

CHECKED BY
A. ARMSTRONG

12/31/13

BENT 360

DESCRIPTION

BENT 359

7365+00

DATUM ELEV = 300.00

URS HMM ARUP



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

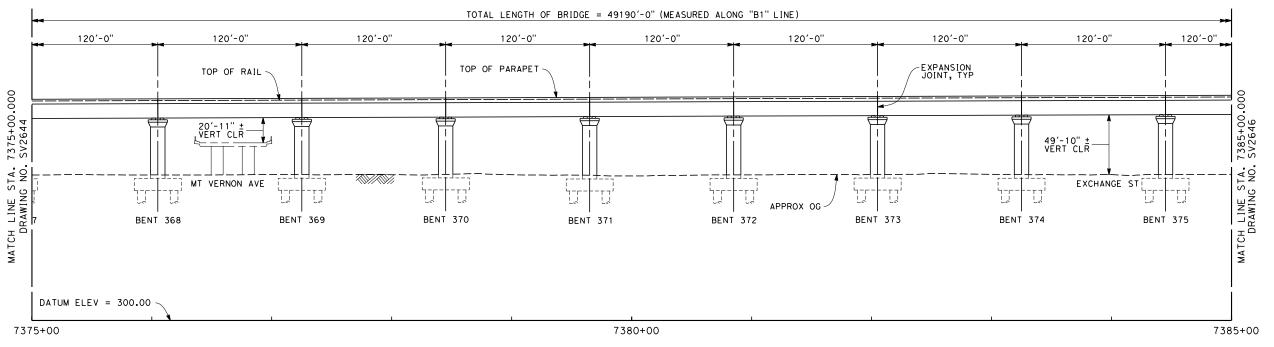
BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT PLAN AND ELEVATION

CONTRACT NO.					
HSR 06-0003					
DRAWING NO.					
SV2644					
SCALE					
AS SHOWN					
SHEET NO.					

45 OF 57

DATE

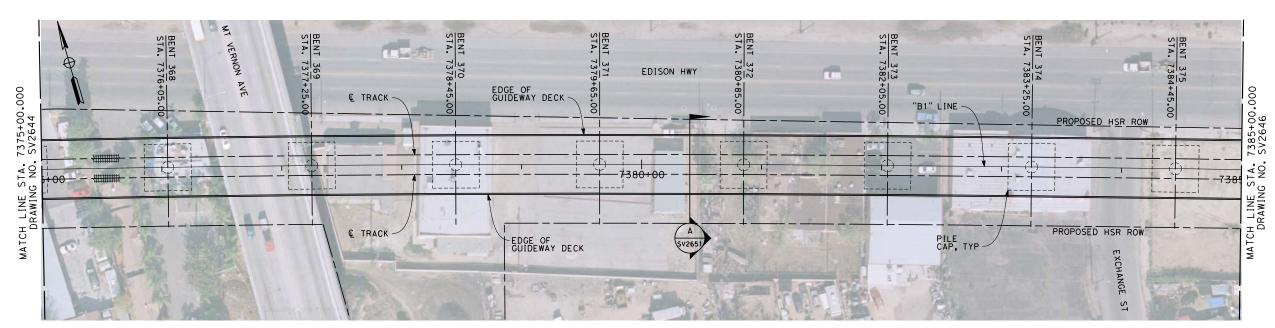
BY CHK APP



<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
 - STEEL TRUSS - INSITU, SLID OR LAUNCHED
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ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

						DESIGNED BY M. FISHER DRAWN BY F. PALERMO	RECORD SET 15% Design Submission
						CHECKED BY A. ARMSTRONG IN CHARGE	- Not for
REV	DATE	BY	СНК	APP	DESCRIPTION	R. COFFIN DATE 12/31/13	CONSTRUCTION
IVE V	DATE	5	Lak	A-F	DESCRIFTION	12/31/13	

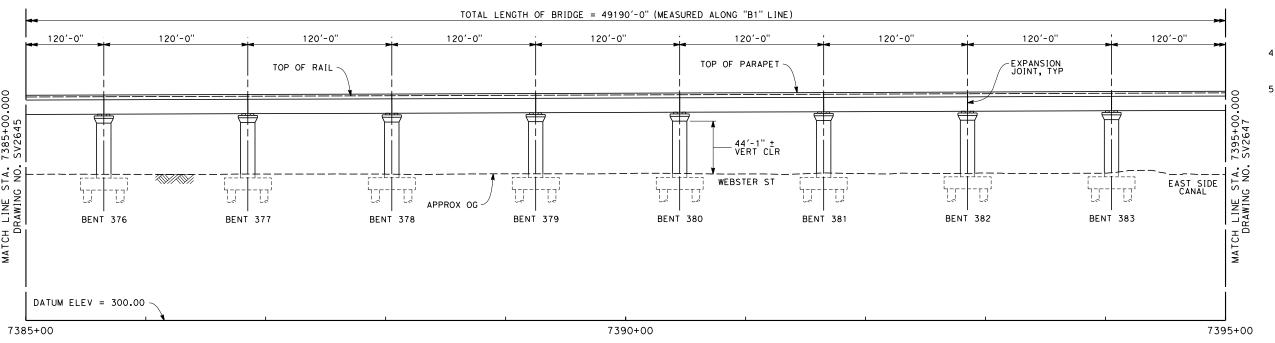
URS HMM ARUP



CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

CONTRACT HSR	06-0003
DRAWING NO	o .
S	SV2645
SCALE	
AS	SHOWN
SHEET NO.	
46	S OF 57

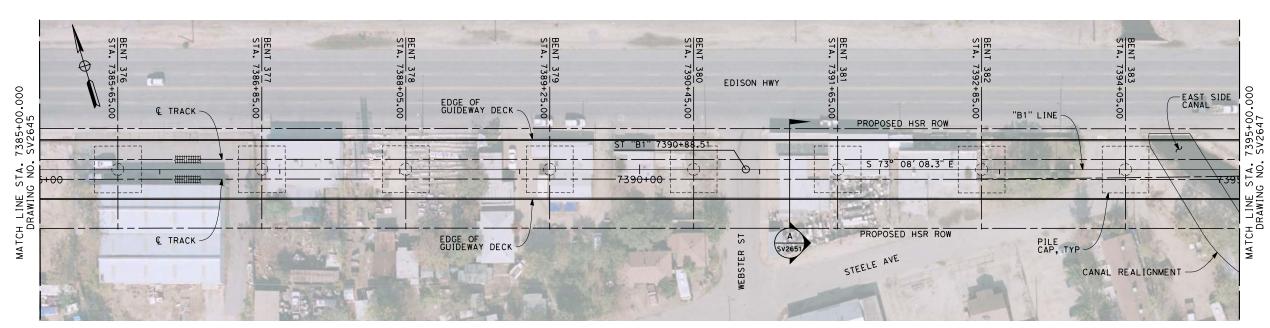




<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
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ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'



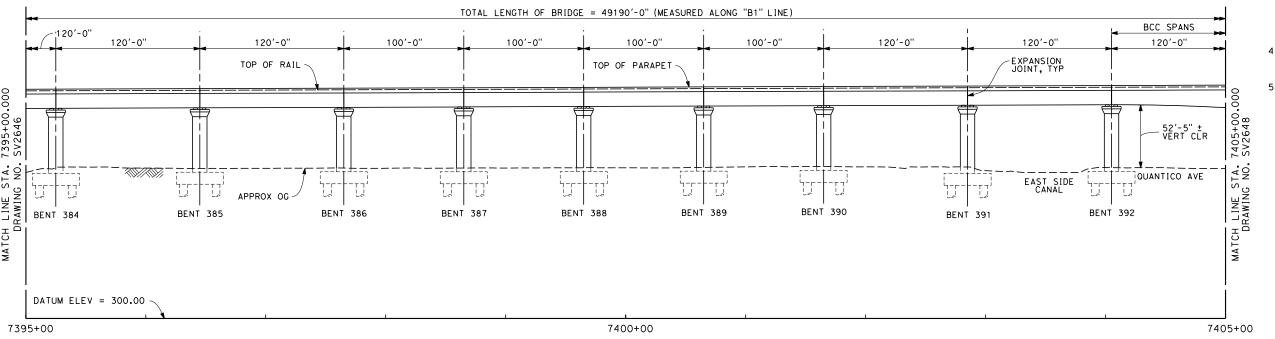
						DESIGNED BY M. FISHER DRAWN BY F. PALERMO CHECKED BY A. ARMSTRONG IN CHARGE R. COFFIN	RECORD SET 15% DESIGN SUBMISSION OF FOR CONSTRUCTION
REV	DATE	ВҮ	СНК	APP	DESCRIPTION	R. COFFIN DATE 12/31/13	CONSTRUCTION





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

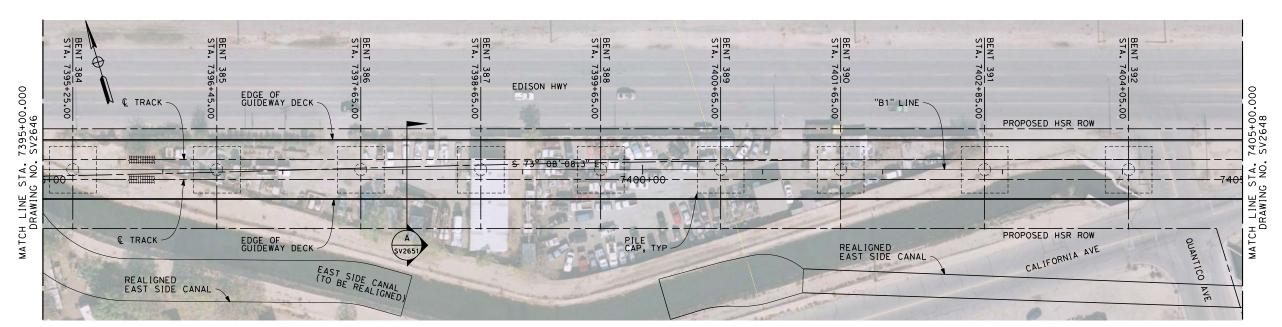
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SCALE				
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SHEET NO	٠.			
4	7	OF	57	



NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST
 - STEEL TRUSS INSITU, SLID
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 CIRCLE WHERE NECESSARY.

ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'



					DESIGNED BY M. FISHER	
					DRAWN BY	R
					CHECKED BY	DE
						l
					R. COFFIN	
DATE	ВΥ	СНК	APP	DESCRIPTION	12/31/13	
	DATE	DATE BY	DATE BY CHK	DATE BY CHK APP		DRAWN BY F. PALERMO CHECKED BY A. ARMSTRONG IN CHARGE R. COFFIN DATE

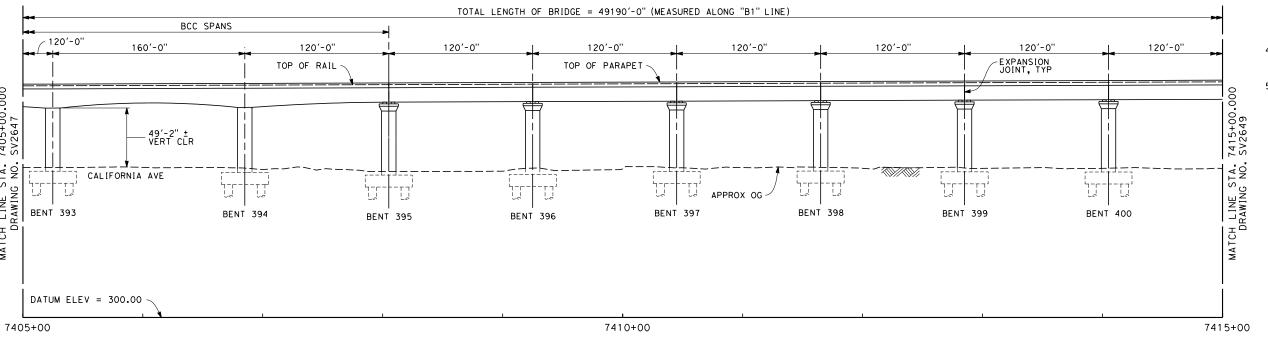
RECORD SET 15X
DESIGN SUBMISSION
NOT FOR
CONSTRUCTION





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

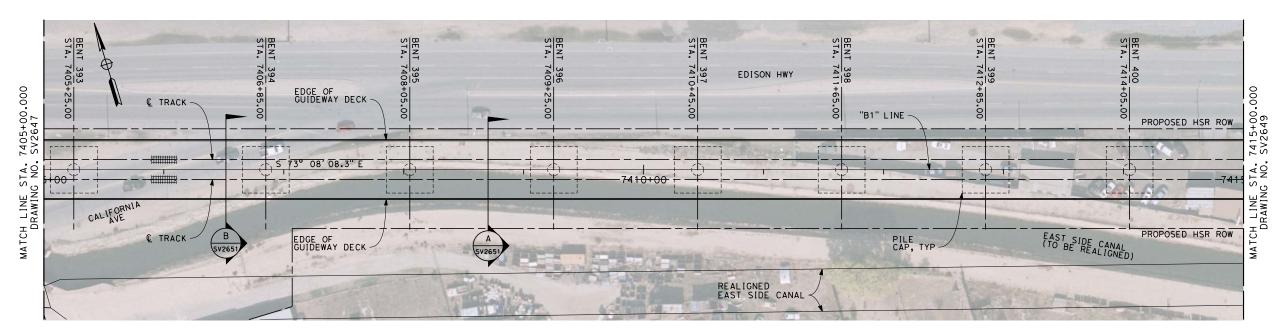
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SCALE							
	AS	SHO	NWC				
SHEET	NO.						
	48	OF	57				



<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS - MSS OR FLPM CONTINUOUS SPANS - BCC - PRECAST
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ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'

CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT PLAN AND ELEVATION

CONTRACT NO.	
HSR 06-0003	
DRAWING NO.	
SV2648	
SCALE	
AS SHOWN	
SHEET NO.	

49 OF 57

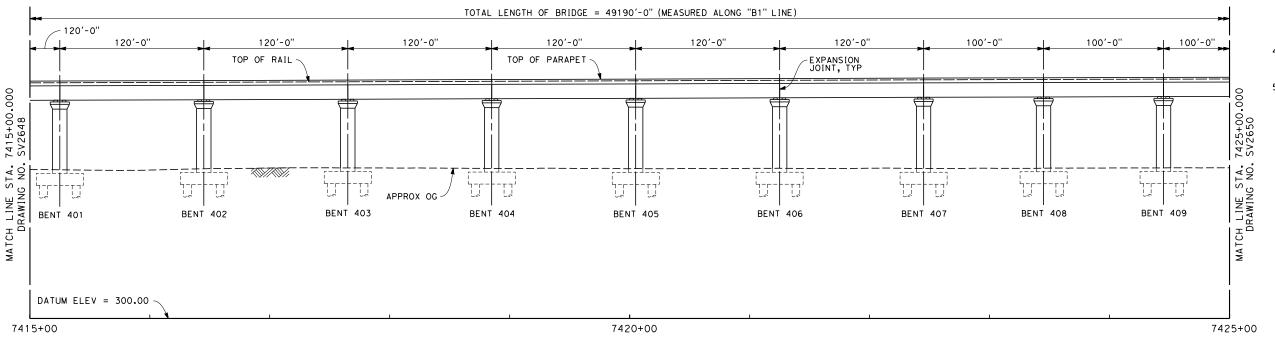
						DESIGNED BY M. FISHER	
						DRAWN BY F. PALERMO	
						CHECKED BY A. ARMSTRONG	C
						IN CHARGE	
						R. COFFIN	
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RECORD SET 15% DESIGN SUBMISSION NOT FOR CONSTRUCTION









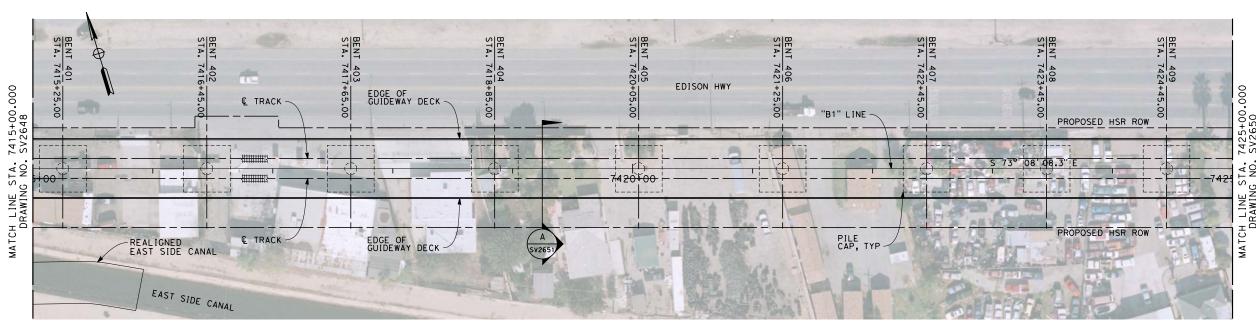
NOTES

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST
 - STEEL TRUSS INSITU, SLID
 OR LAUNCHED
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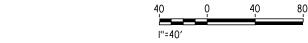
ELEVATION SCALE 1" = 40'



LEGEND:

- 1) STRUCTURE APPROACH SLAB
- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

PLAN SCALE 1" = 40'



					DESIGNED BY M. FISHER DRAWN BY F. PALERMO	RI
					CHECKED BY A. ARMSTRONG	DES
REV	DATE	ВΥ	СНК	APP	IN CHARGE R. COFFIN DATE 12/31/13	

RECORD SET 15%
ESIGN SUBMISSION
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CONSTRUCTION

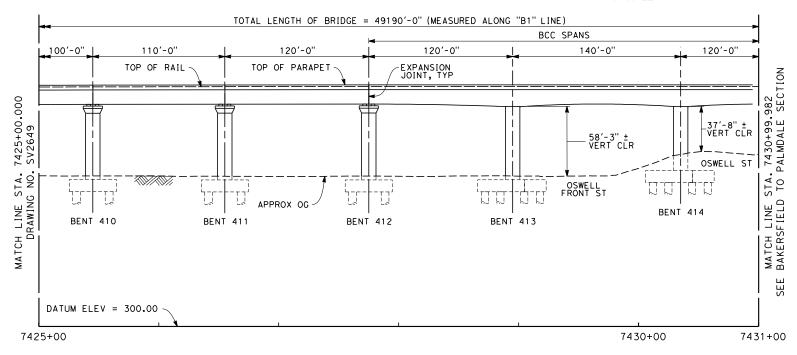




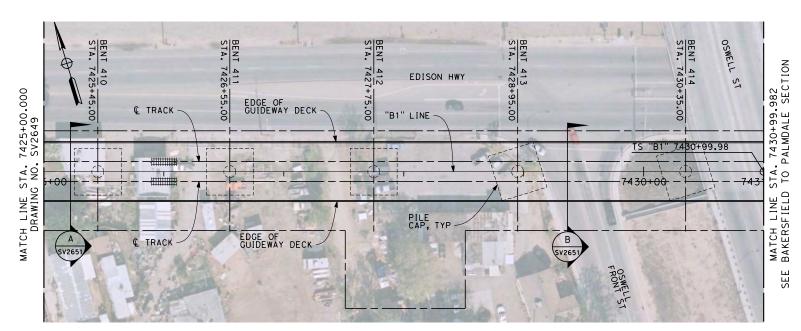
CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION
ALIGNMENT B1
BAKERSFIELD VIADUCT
PLAN AND ELEVATION

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2649
SCALE
AS SHOWN
SHEET NO.



ELEVATION SCALE 1" = 40'



DESIGNED BY M. FISHER

DRAWN BY F. PALERMO

CHARGE

CHECKED BY
A. ARMSTRONG

12/31/13

RECORD SET 15%

DESIGN SUBMISSION

NOT FOR

CONSTRUCTION

PLAN SCALE 1" = 40'

URS HMM ARUP



<u>NOTES</u>

- 1. NOT ALL PILES SHOWN
- 2. PILE LENGTH TO BE DETERMINED
- 3. SUPERSTRUCTURE CONSTRUCTION, UON SIMPLE SPANS MSS OR FLPM CONTINUOUS SPANS BCC PRECAST
 - STEEL TRUSS INSITU, SLID
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LEGEND:

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- 2 RETAINING WALL
- * ESTIMATED 100-YEAR FLOOD ELEVATION, SEE "FRESNO TO BAKERSFIELD CORRIDOR HYDROLOGY, HYDRAULICS AND DRAINAGE 15% DRAFT REPORT".

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CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION
ALIGNMENT B1
BAKERSFIELD VIADUCT
PLAN AND ELEVATION

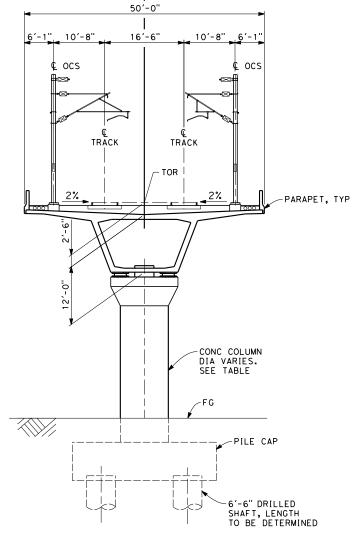
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Н	SR	06-	0003						
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	SV2650								
SCALE									
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SHEET	NO.								
	51	OF	57						

DATE

BY CHK APP

DESCRIPTION



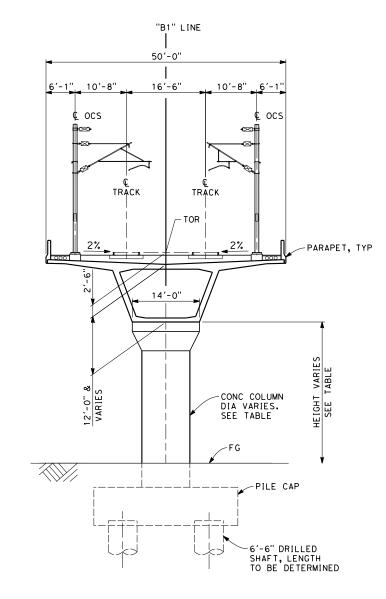


"B1" LINE

SECTION A SCALE: 1"=10'

STA	6939+10	THROUGH	6944+90	STA	7152+84	THROUGH	7157+6
STA	6949+10	THROUGH	6953+90	STA	7159+85	THROUGH	7161+85
STA	6957+90	THROUGH	6987+30	STA	7165+85	THROUGH	7199+0
STA	6993+60	THROUGH	7000+80	STA	7200+25	THROUGH	7221+25
STA	7005+00	THROUGH	7006+20	STA	7224+85	THROUGH	7234+4
STA	7010+80	THROUGH	7015+20	STA	7295+25	THROUGH	7298+85
STA	7019+10	THROUGH	7034+10	STA	7302+45	THROUGH	7310+5
STA	7048+10	THROUGH	7079+90	STA	7313+85	THROUGH	7322+5
STA	7084+00	THROUGH	7101+42	STA	7326+45	THROUGH	7347+8
STA	7108+56	THROUGH	7118+57	STA	7351+65	THROUGH	7427+75
STA	7122+55	THROUGH	7149+97				
	STA STA STA STA STA STA STA STA	STA 6949+10 STA 6957+90 STA 6993+60 STA 7005+00 STA 7019+10 STA 7048+10 STA 7084+00 STA 7108+56	STA 6949+10 THROUGH STA 6957+90 THROUGH STA 6993+60 THROUGH STA 7005+00 THROUGH STA 7010+80 THROUGH STA 7019+10 THROUGH STA 7048+10 THROUGH STA 7084+00 THROUGH STA 7084+00 THROUGH STA 7108+56 THROUGH	STA 6939+10 THROUGH 6944+90 STA 6949+10 THROUGH 6953+90 STA 6957+90 THROUGH 6987+30 STA 6993+60 THROUGH 7000+80 STA 7010+80 THROUGH 7015+20 STA 7019+10 THROUGH 7015+20 STA 7019+10 THROUGH 7079+90 STA 7084+10 THROUGH 7101+42 STA 7108+56 THROUGH 7118+57 STA 7122+55 THROUGH 7149+97	STA 6949+10 THROUGH 6953+90 STA STA 6957+90 THROUGH 6987+30 STA STA 6993+60 THROUGH 7000+80 STA STA 7005+00 THROUGH 7006+20 STA STA 7010+80 THROUGH 7015+20 STA STA 7019+10 THROUGH 7034+10 STA STA 7048+10 THROUGH 7079+90 STA STA 7084+00 THROUGH 7118+57 STA STA 7108+56 THROUGH 7118+57 STA	STA 6949+10 THROUGH 6953+90 STA 7159+85 STA 6957+90 THROUGH 6987+30 STA 7165+85 STA 7005+00 THROUGH 7006+20 STA 7200+25 STA 7010+80 THROUGH 7015+20 STA 7019+10 THROUGH 7034+10 STA 7048+10 THROUGH 7079+90 STA 7313+85 STA 708+56 THROUGH 7118+57 STA 7351+65	STA 6949+10 THROUGH 6953+90 STA 7159+85 THROUGH STA 6957+90 THROUGH 6987+30 STA 7165+85 THROUGH STA 7005+00 THROUGH 7000+80 STA 7200+25 THROUGH STA 7010+80 THROUGH 7015+20 STA 7224+85 THROUGH STA 7019+10 THROUGH 7034+10 STA 7302+45 THROUGH STA 7048+10 THROUGH 7010+90 STA 7322+45 THROUGH STA 7048+00 THROUGH 7101+42 STA 7326+45 THROUGH STA 7108+56 THROUGH 7118+57 STA 7351+65 THROUGH

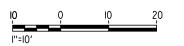
COLUMN D	IAMETERS
HEIGHT TO SOFFIT	DIAMETER
0-20	8 FT
20-40	10 FT
40-50	12 FT
50-60	15 FT
60-80	20 FT
80-100	25 FT



SECTION B

SCALE: 1"=10'

STA 6944+90 THROUGH 6949+10
STA 6953+90 THROUGH 6957+90
STA 6989+70 THROUGH 6993+60
STA 7000+80 THROUGH 7005+00
STA 7006+20 THROUGH 7010+80
STA 7015+20 THROUGH 7019+10
STA 7079+90 THROUGH 7084+00
STA 7118+57 THROUGH 7122+55
STA 7161+85 THROUGH 7122+85
STA 7347+85 THROUGH 7351+65
STA 7427+45 THROUGH 7431+00



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ank.p							IN CHARGE R. COFFIN	c
paler							CHECKED BY A. ARMSTRONG	
OE							DRAWN BY D. ORIZA	RE DE\$
15							DESIGNED BY M. FISHER	
/28								

RECORD SET 15% ESIGN SUBMISSION NOT FOR CONSTRUCTION

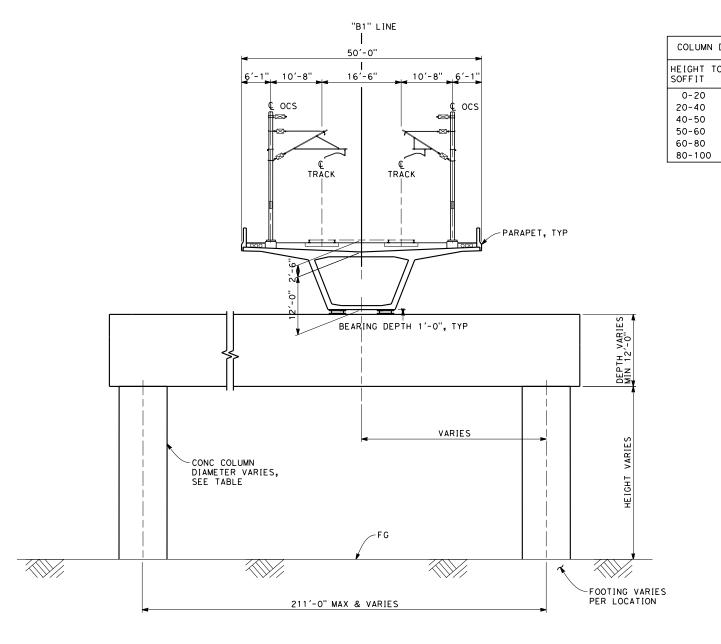


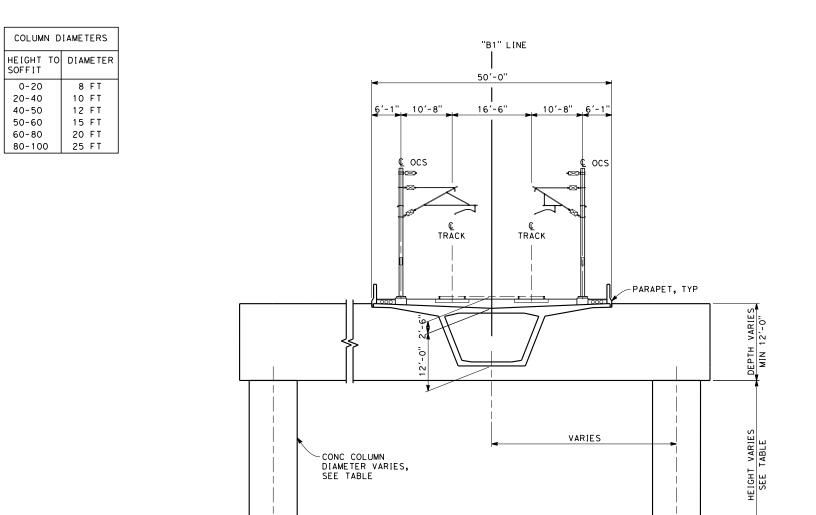


CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT TYPICAL SECTIONS

CONTRA			0003					
DRAWING NO.								
	S١	V26	51					
SCALE								
	AS	SHC	NWC					
SHEET	NO.							
	52	OF	57					





SECTION C SCALE: 1"=10'

STA 6987+30 THROUGH 6989+70 STA 7034+90 THROUGH 7048+10 STA 7157+65 THROUGH 7159+85 STA 7199+05 THROUGH 7200+25 STA 7322+85 THROUGH 7322+73

SECTION D

SCALE: 1"=10'

STA 7298+85 THROUGH 7301+25 STA 7310+55 THROUGH 7312+95

140'-0" MAX & VARIES



FOOTING VARIES PER LOCATION

						DESIGNED BY M. FISHER	
						DRAWN BY	1 <u>P</u>
						CHECKED BY A. ARMSTRONG	PE
						IN CHARGE R. COFFIN	1
REV	DATE	ВΥ	СНК	APP	DESCRIPTION	DATE 12/31/13	

RECORD SET 15% ESIGN SUBMISSION NOT FOR CONSTRUCTION

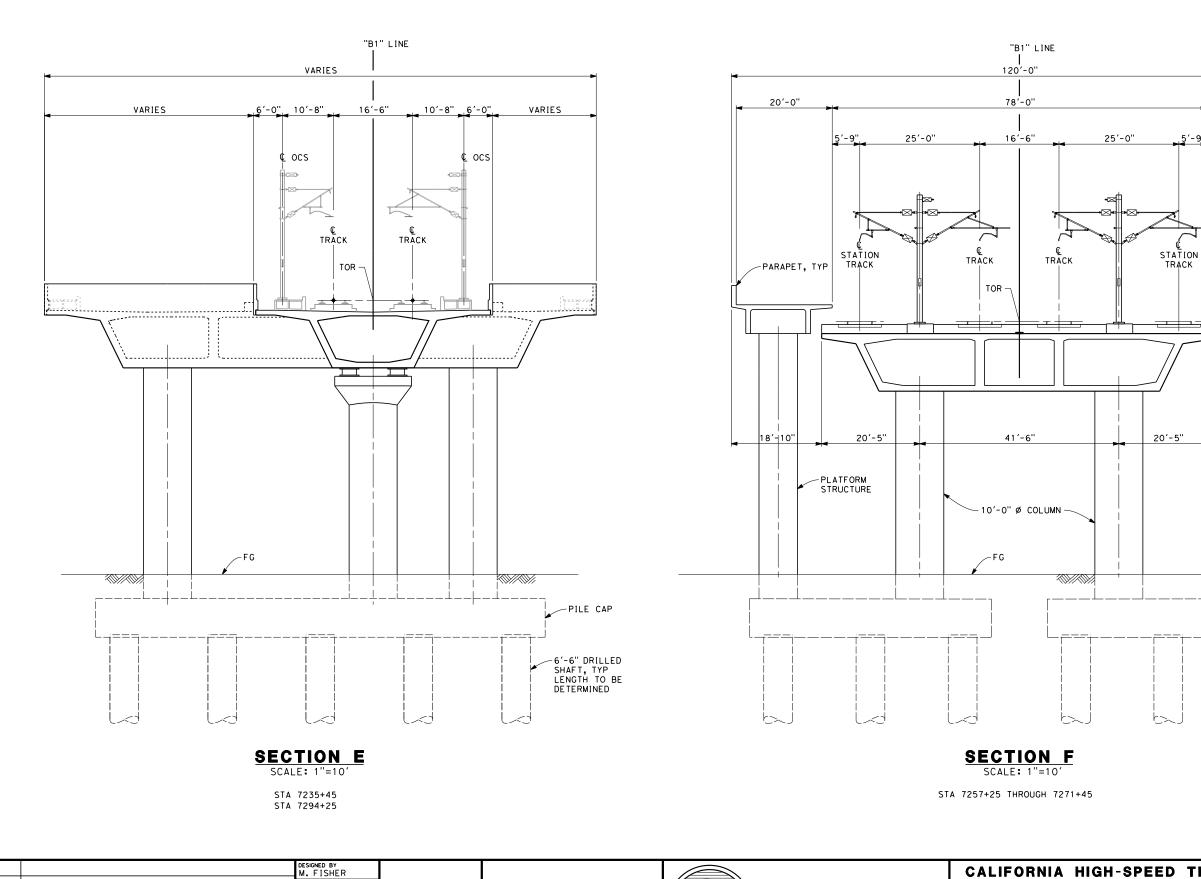




CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT TYPICAL SECTIONS

CONTRACT NO.
HSR 06-0003
DRAWING NO.
SV2652
SCALE
AS SHOWN
SHEET NO.
53 OF 57



DATE

BY CHK APP

DESCRIPTION

RECORD SET 15% DESIGN SUBMISSION CONSTRUCTION

NOT FOR

DRAWN BY D. ORIZA

CHECKED BY A. ARMSTRONG

E 12/31/13

N CHARGE R. COFFIN





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT TYPICAL SECTIONS

20'-0"

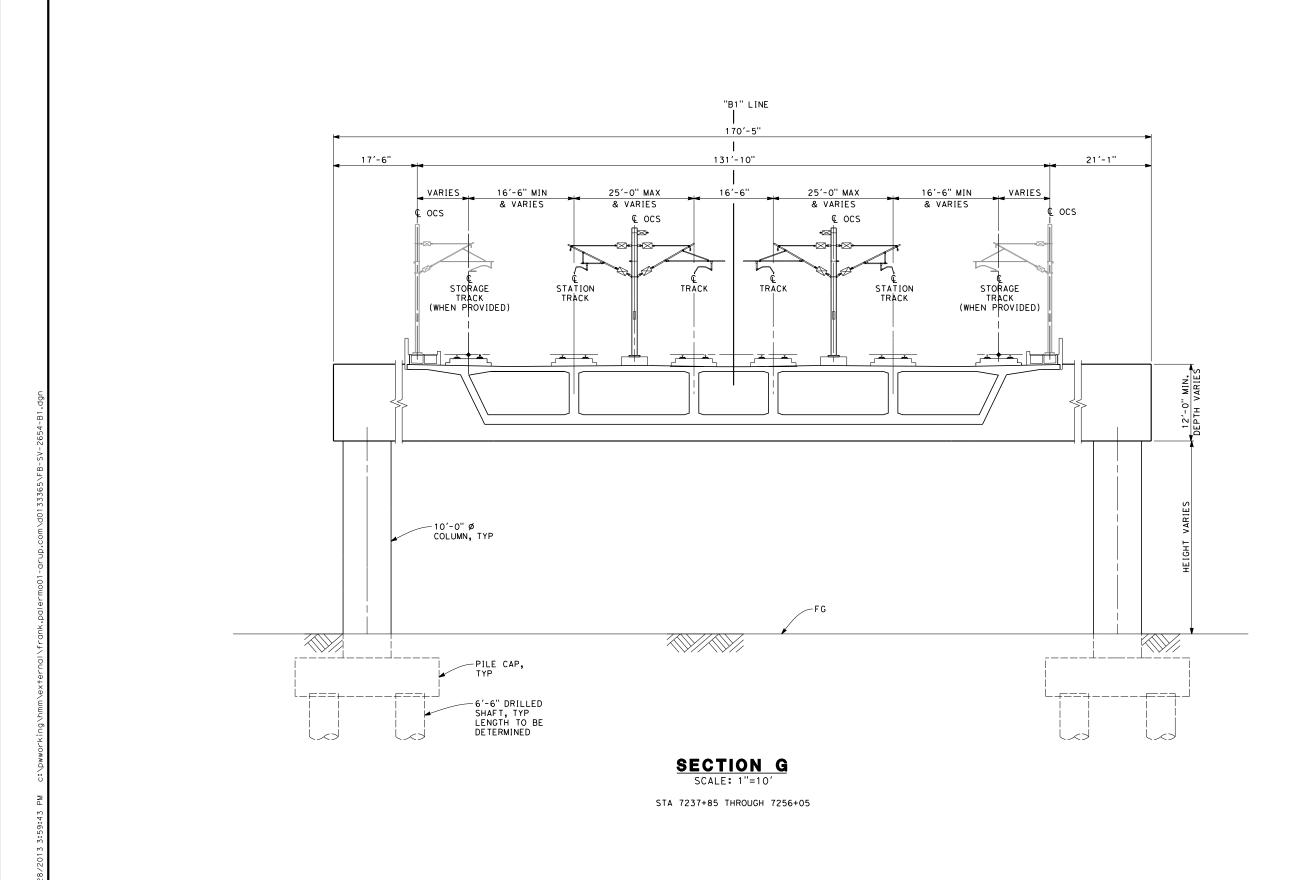
CONTRA			
H:	SR	06-	0003
DRAWIN	G NO.		
	SV2653		
SCALE			
	AS	SHC	NWN
SHEET	NO.		
	54	OF	57

20

-PLATFORM STRUCTURE

PILE CAP,

-6'-6" DRILLED SHAFT, TYP LENGTH TO BE DETERMINED





						DESIGNED BY M. FISHER	
						DRAWN BY	RE
						CHECKED BY A. ARMSTRONG	٦٠٠
						IN CHARGE R. COFFIN	ا (
REV	DATE	BY	СНК	APP	DESCRIPTION	DATE 12/31/13	

RECORD SET 15%
ESIGN SUBMISSION
NOT FOR
CONSTRUCTION





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

BAKERSFIELD URBAN SUBSECTION
ALIGNMENT B1
BAKERSFIELD VIADUCT
TYPICAL SECTIONS

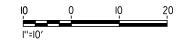
CONTRA	CT NO).	
HS	SR	06-	0003
DRAWING	NO.		
	S١	/265	54
SCALE			
	AS	SHC	NWN
SHEET	NO.		
	55	OF	57

"B1" LINE

137'-0"

SECTION I SCALE: 1"=10'

NOT USED



DESIGNED BY M. FISHER DRAWN BY D. ORIZA RECORD SET 15% CHECKED BY A. ARMSTRONG N CHARGE R. COFFIN E 12/31/13 BY CHK APP DESCRIPTION





CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD

HSR 06-0003				
DRAWING NO. SV2655				
SCALE AS SHOWN				
AS SHOWN				

DESIGN SUBMISSION BAKERSFIELD URBAN SUBSECTION ALIGNMENT B1 BAKERSFIELD VIADUCT NOT FOR CONSTRUCTION SHEET NO. 56 OF 57 TYPICAL SECTIONS

